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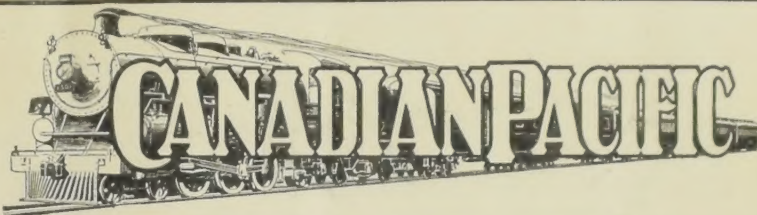
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CANADA

No. 774. SATURDAY, NOVEMBER 6, 1920. Vol. LX. | 9^D WEEKLY

HUNTING SEALS BY AIRSHIP. (See page 170.)



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Letters and articles must be written on one side of the paper only.

The views expressed by contributors writing over their own signature are not necessarily endorsed by the Editor.

The Editor will be glad to consider contributions giving expression to views on matters of general interest affecting the political or economic relations between the Dominion and the Mother Country. When payment is desired the fact should be stated.

Although verse is occasionally published, it is not specially desired, and is not paid for.

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Letters may be addressed care of our offices to be called for (not forwarded).

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CANADIAN EXPORT TRADE.

THE Montreal correspondent of the *Morning Post* states that when Sir George Foster, Minister of Trade and Commerce, is in this country in connection with his mission as one of the Canadian representatives of the League of Nations, he will make it his business to investigate the operations of the principal Canadian trade agencies. There is a very strong feeling in Canada among the leading manufacturers that a more active organisation is required on this side in order to foster and develop an export trade in Canadian manufactured products. Recently we drew attention to the outspoken comments on this subject of the *Montreal Gazette*, which suggested that "a shake up is required," and that a trade bureau should be established in London.

Next to the matter of maintaining the largest possible influx of suitable immigrants to Canada, the stimulation and encouragement of Canadian export trade takes second place. All informed opinion in Canada is agreed on the importance of this aspect of national development, and the leading men in banking and commercial circles have frequently expressed the vital importance to the Canadian taxpayer of increasing Canadian exports in order to meet

the heavy national indebtedness caused by the war. It was in furtherance of this policy that the Government entered upon its great shipbuilding programme, which already provides Canadian producers with their own freight carriers to many of the world's most important trade centres. It must be realised that the Canadian Government Merchant Marine can only reach its fullest and most profitable activity if fully backed up by the efforts of the manufacturers themselves and strongly assisted by the organised work of the Department of Trade and Commerce. It is not sufficient for the Department to collate enquiries from overseas and pass them on to manufacturers likely to be interested. Much more active trade propaganda is necessary if a substantial and permanent export trade is to be built up throughout the Empire and in foreign countries.

The correspondent of the *Morning Post* in Montreal refers to the need for a Canadian bureau of overseas trade, which should be a greatly enlarged development of the work and scope of the Canadian Trade Mission in London. It is hardly realised, even by those in Canada who are most concerned with Canadian export trade, what great opportunities for establishing Canadian products in overseas markets have been neglected since the Armistice. In food products alone so many brands of canned and other goods have been introduced and favourably received in Great Britain during and since the war, that it would be possible to establish and maintain a chain of "Canada Products" stores in the chief cities of the Mother Country. The Canadian manufacturer, with few exceptions, is by no means alive to his opportunities, but with the assistance and encouragement of the Government very much may be done.

The British Empire Exhibition, which will be held in 1923, should embrace a Canadian section, which would fully represent and display Canada's manufacturing potentialities. The British Government is guaranteeing the sum of \$500,000 to ensure the success of the Exhibition, which should benefit the Dominions as much as the Mother Country, though they are not asked to incur any financial responsibility. This exhibition will attract buyers from every part of the world, and it is not too soon for Canadian manufacturers to-day to study the world's markets so that their exhibits in 1923 may be suitable and attractive to the many and various world-markets from which buyers will come. In helping the Canadian manufacturer to display the most suitable and saleable products, the Department of Trade and Commerce can do much necessary and valuable work.

NOTES OF THE WEEK.

The Board of Commerce Resigns.

After their action in regard to the price of sugar, no surprise will be felt at the news which comes from Ottawa that all the members of the Board of Commerce have resigned. Indeed, hardly any other course was open to them. The Order which they passed was declared illegal by the Minister of Justice, and, within twenty-four hours of its being issued, it was summarily revoked by the Dominion Cabinet. It is hardly conceivable that the resignations of the members of the Board will be received with regret by members of the Canadian public. At the best, their task may have been an ungrateful one, but they seem to have succeeded in making themselves particularly unpopular, and, by their final act, thoroughly obnoxious to the Canadian public. It was owing to the pressure of public opinion that the Government had to take such prompt action, and it was generally hailed as a victory. The public must now be doubly elated that their revenge has come about to this further extent.

Soviet Propaganda.

The Dominion Government have never been behindhand in showing that they were aware of the existence, in some parts of Canada, of an element in favour of the establishment of a Soviet, or corresponding, Government in Canada as well as other countries. From time to time they have taken appropriate steps to deal with this movement and to counteract its propaganda. The labour troubles which culminated in the Winnipeg strike have been shown to have had their origin and their propelling

force in this movement. Canada is to be congratulated that not only was the trouble grappled with by those in authority and its influence resisted by some of the elements for whose support a bid was made, but also that it was traced to its source and the whole situation treated accordingly.

In this issue we publish the result of the investigation conducted by the Department of Labour at Ottawa into the whole question of the pro-Soviet movement and the propaganda used in connection with it, as existing in North America, and especially as affecting Canada. The report is a full and frank statement of the dangers which threaten the body politic through this obnoxious channel. We have no doubt that a realisation of them will convince every loyal citizen that no other course is open to him but to respond to the appeal with which the report closes.

* * *

An Echo of the Press Conference.

At the luncheon given in his honour by the Empire Press Union on Tuesday, Lord Burnham dotted the "i's" and stroked the "t's" of what has been already said about the Second Imperial Press Conference, held in Canada this summer, both on its business and its social sides. It was well that prominence should be given to its leading features in such public fashion on this side of the Atlantic, and the members of the delegation present heartily endorsed all that Lord Burnham had to say. There will never be blotted out of their minds the wonderful impression made upon them by the vastness of Canada and the variety and extent of her resources; nor will they ever forget the warm reception they met with everywhere, nor the hospitality tendered to them on every side, including the ever-ready attention of their colleagues of the Canadian Press. Canada's sense of the importance of their work and their presence, on the other hand, was well expressed in the letters read at the gathering from the Prime Minister of the Dominion and the President of the Canadian Pacific Railway.

It was fitting that Lady Burnham should share in the tribute paid to her husband, for her gracious personality played no small part in making the tour the success which it undoubtedly was. Canadian journalists, too, will appreciate the fact that the leading figure at Tuesday's ceremony was Lord Northcliffe, whose absence from the delegation was frequently commented on with regret. They will also join with the various speakers in congratulating their fellow-countryman, Sir Campbell Stuart, upon the high position which he has attained in the "Northcliffe Cabinet."

* * *

Trade with the East.

A Canadian contemporary, referring to the establishment of the service of Government freight steamers between Vancouver and Chinese and Indian ports, points out the enormous trade activity of United States' firms, compared with Canadian, in the Far East. In manufactured goods Canada, hitherto, has made little serious attempt to build up an export trade in the Orient. Without the intelligent and active co-operation of the manufacturers themselves the Canadian Government Merchant Marine obviously cannot by itself build up trade, but the provision of transport facilities will, it is hoped, lead to much more serious attention being given to these important and growing markets.

* * *

Colonising the West.

It is a reassuring sign that the efforts of the Western Canada Colonisation Association to obtain funds for carrying out their plans should have secured such good support in the East. They place their requirements at \$1,500,000, and their latest report was that they had secured in Eastern Canada alone over \$1,200,000. The expenditure of the money will be spread over a period of three years in bringing desirable settlers to fertile Western lands now awaiting cultivation. The Association estimate that they should be able to place 100,000 farmers alongside the railways in the West, which would mean a total settlement of about 500,000 people. In order to enlist the sympathy of the manufacturers, they have pointed out that this would probably mean another half-million people in the cities, towns and villages of the West, and in turn this would give employment to 2,000,000 people in the factories,

stores and financial institutions of the East for the supply of their needs.

Not long ago an appeal made by the West to the East would have fallen on deaf ears. It says much for the increased knowledge of Canada which has been spread in Canada itself, and also for the better realisation of the community of interests between East and West, that the Association's campaign in Ontario and Quebec should have been so successful.

* * *

The Peace River Country.

No part of Canada has come into greater prominence within the last year or two than the Peace River Country, which is situated partly in Alberta and partly in British Columbia. It has been the centre of attraction for thousands of American as well as British settlers, and it has been opened up with a rapidity scarcely conceivable a few years ago. The members of the Vancouver Board of Trade—as will be seen from allusions made to their visit on another page—were greatly impressed by the resources and potentialities of that part of the country during their recent inspection. As they were made aware, transportation shortcomings constitute the chief drawback to its proper settlement, but there are indications that greater facilities will be provided very shortly.

An indication of the attention which the district is attracting is furnished by a letter which appeared in the *London Daily Telegraph* on Tuesday last, from a resident in British Columbia for thirteen years, who had been for thirty years previously a farmer in the South of England. During his visit to England he has been struck by the sad spectacle of such a large number of ex-Service men seeking employment and finding none. His feelings have prompted him to suggest that these men should be given a chance in the Peace River Country. In order to get over the transportation difficulties just alluded to, he suggests that a railway should be built by the British Columbia Government, backed by the British Government, the undertaking being placed in the hands of General Stewart, the well-known Canadian railway contractor. He adds that camps might be formed for the cutting of timber, for the purpose of providing homes for these soldier settlers, just as they were during the war for the cutting of spruce to be used in the manufacture of aeroplanes.

The writer appears to overlook the fact that ex-Service men have been given a chance of migrating to Canada under the Overseas Settlement scheme, and his proposal is hardly so easy of achievement as it appears on paper. Nevertheless, it has the root of the matter in it, and its possibilities should not be lost sight of.

* * *

Scotland and Canadian Prohibition.

On Tuesday the first Local Veto votes were taken in Scotland. As was to be expected, keen interest has been taken in the course of the campaign in the results of the referendum on the sale of liquor, just taken in Canada. That interest was reflected in the advertisements published in the Scottish newspapers on the eve of the poll. The Anti-Prohibition Campaign Council turned a blind eye to Nova Scotia and the Prairie Provinces, but, as a "warning to electors" that "prohibition fails," said:

By a majority of over 20,000 votes British Columbia, on October 20, 1920, after three years' trial of "no licence," has revoked the "dry" law. Every city has voted against it. It was the heaviest poll in the history of the Province—and the women voters outnumbered the men.

The National Citizens' Council, on the other hand, who are advocating "no licence," headed their advertisement "The Truth About Canada," and pointed out that "British Columbia has not gone back to the open bar of the old licence system," as the alternative policy carried there "shuts out the drinkshops as effectively as the Prohibition Act." Continuing they said:—

But British Columbia is not Canada. The following five Provinces—Nova Scotia, New Brunswick, Manitoba, Alberta, and Saskatchewan, have each taken a referendum, and by large majorities agreed to prohibit the importation of liquor from other Provinces, or from abroad, thus strengthening their present No Licence policy.

"So don't be misled," they warned the Scottish electors, "No licence does mean better conditions and greater comfort for all."

More Uses for the Airship.

This week further particulars are given of the work which is to be performed by the four airships presented to the Newfoundland Government by the Air Ministry. They are to be used, as we have already stated, for scouting purposes in the interests of seal hunting. Their special function will be to locate herds of seals, and, by means of wireless apparatus, to bring the ships and hunters to the spot with the least possible delay. The great saving of time effected, and the additional chances of successful operations, will be at once apparent.

The use of aeroplanes in the Forest Service, either for cruising or for detecting forest fires, has already been demonstrated in more than one part of Canada, and also in Newfoundland. Science has been further enlisted in this direction, it may be added, by the application of wireless telephones as a supplement to the air service. In Canada, with its vast distances, there is a great scope for development along these lines, and no doubt exploratory as well as commercial aviation will receive the attention it deserves within the next few years.

— * * —

CANADA'S NEW WARSHIPS.

Capt. Hose, R.C.N., Acting Director of the Canadian Naval Service, says he is much pleased with the warships *Aurora*, *Patriot*, and *Patrician*, which the British Government has given to Canada. He considers that they should prove a very efficient nucleus for a Canadian Navy. They are all oil-burning ships.

The Admiralty give notice that in connection with the manning of the *Aurora*, *Patriot*, and *Patrician*, the following ratings are required for loan to the Royal Canadian Navy, in addition to those already asked to volunteer:—for the *Aurora* one light director layer; seven gun layers, second class; eight seamen gunners, and five seamen torpedomen or L.T.O.'s. For the *Patriot* and *Patrician* (each) one light director layer, two seamen gunners, second class; four seamen gunners, and three seamen torpedomen or L.T.O.'s. All ratings selected will be required to serve two years in the Royal Canadian Navy from November 1, 1920.

— * * —

RANK FOR SERVICE NURSES.

At a meeting of the Registered Nurses Parliamentary Council held at 131, Oxford Street, London, W.1, a resolution was carried drawing the attention of the Secretary of State for War and Air to the fact that members of the Canadian Army Nursing Service, and of the American Army Nurse Corps, had been granted relative rank, and that their relative standing corresponded to that of commissioned officers, with the resulting precedence, respect, protection, titles, insignia, and emoluments. The resolution urged the claims of members of Queen Alexandra's Imperial Military Nursing Service and of the Territorial Force Nursing Service to similar privileges.

— * * —

Midshipmen A. C. M. Davy, P. W. Brock, S. C. Crowell, and F. L. S. Pickard, of the Royal Canadian Navy, have been appointed to the *Emperor of India*.

The American fishing schooner *Esperanto* won two races against the Canadian schooner *Delawana* at Halifax, N.S., last Saturday and Monday, thus making a third race unnecessary.

BIRTHS, MARRIAGES, AND DEATHS.

Announcements under this heading are charged for at a minimum of 4s. or 2s. for 36 words or under, every additional word one penny, or two cents which in all cases must be prepaid. All notices must be properly authenticated.

BIRTHS.

LEITCH.—At Traquair Farm, Durban, Manitoba, on October 7, to Mr. and Mrs. J. Leitch (née Nellie G. Fox)—a daughter.

MARRIAGES.

LIGHTBODY.—WHITT.—At Oakland, California, U.S.A., on October 22, by the Rev. Dr. Sibley, Lt.-Col. James Lightbody, D.S.O., T.D. (late 62nd, 3rd, and 7th (Meur) Divisional Artillery), youngest son of the late Wm. Lightbody, M.A., Dennistown, Glasgow, to Ethel Tyner, widow of D. G. White, Esq., Medicine Hat and Toronto.

DEATHS.

LIDLAW.—On October 10, at the Ross Pavilion, Royal Victoria Hospital, Montreal, Elizabeth Emma, eldest daughter of the late George Laidlaw, Toronto.

LEIGHT.—At 111, Luxton Avenue, Winnipeg, on October 9, of meningitis, Albin Leight, beloved husband of Agnes Davidson, late of Dunfermline, MacKay, and daughter of the late Rev. C. Bruce, Glenriddle.

MIDDLETON.—On October 30, at London, Alice Mary Middleton, Secretary of the Colonial Nurses' Association, daughter of the late Rev. William Middleton.

REID.—At Winnipeg, on October 21, Cecil Christie Walker, fourth son of the late Wm. Reid, W.R., Edinburgh.

THURNHAM.—On October 30, in Escondido Hospital, Vancouver, as the result of severe shell-shock and privations sustained at Cambrai in 1918, William Herbert Thurnham, Canadian Railway Troops, aged 41.

YOUNGER.—At Alia, Canada, on October 20, Alan Charles Duncan, son of Capt. Lewis Younger, D.S.O., M.C.

LOWER PRICES AND LOWER WAGES.

General Movement Throughout Canada.

The movement towards lower prices and lower wages is general throughout Canada (says the Toronto correspondent of the *Times*). The motor industries have dismissed many employees, and the Ford Motor Company at Windsor will work only four days a week for the present.

At Montreal 20,000 garment workers will be asked to accept a reduction of 20 per cent. of their wages. If they refuse it is believed that the factories will close next week. The boot and shoe industry is depressed and the wages of the workers in these industries are dropping. The public apparently is convinced that, if they delay buying, many classes of goods will be cheaper, and there is therefore slackness in orders to manufacturers.

The stocks of wheat in the terminal elevators at the head of the Lakes are now 12,000,000 bushels, compared with 4,000,000 a year ago. Grain is still in the hands of the farmers, who are satisfied to pay elevator storage charges on the prospect of a rise in prices. While the movement is less definitely organised in Western Canada, the farmers are emulating the wheat strike in the United States.

At a conference with Sir Henry Drayton, the Finance Minister, at Montreal, Mr. Killam, president of the Royal Securities Corporation, contended that the prohibition of importation into Canada of British held securities is directly responsible for the lower wheat prices and the fall in prices of other exportable Canadian products.

Mr. Killam said: "The Minister is undoubtedly effecting by this means an enormous reduction of the aggregate cost in Canadian dollars to the Canadian consumer of goods imported from the United States, but he does not realise the fact that every dollar of this enormous saving comes out of the pockets of the producers of all agricultural produce and manufactured goods that constitute the annual exports of this country. This is an illegal measure of class discrimination, not between rich and poor, but between consumer and producer, not a tax on extravagance, but a tax on wheat. It is most important that the matter be understood by the farmers of Canada, because they are the one class whose pockets at the present moment are most vitally affected."

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WAR TROPHIES FOR THE DOMINIONS.

It is officially stated that the number of war trophies (excluding Tanks) issued up to the middle of October was 108,958. This number comprised 4,360 guns, 16,718 machine-guns, 78,756 small guns, and 9,124 other trophies. Of these, 1,152 guns, 9,287 machine-guns, and 930 trench mortars were sent to the Dominions, the direct distribution being as follows:—

	Guns.	Machine-guns.	Trench Mortars.
Australia	357	3,751	400
Canada	539	2,822	289
New Zealand	129	1,490	87
India	30	490	29
South Africa	43	349	29
Newfoundland	12	52	20

In addition, 42 guns, 338 machine-guns, and 76 trench mortars have been issued to the Colonial Office for distribution among the remaining British possessions.

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CAPTURED WAR RECORDS.

It is stated officially that the Belgian Government are desirous of obtaining possession of certain archives which were abandoned by the Germans during the advance of the British troops into Belgium in 1918. These archives are not, generally speaking, of any intrinsic value, but would be extremely useful to those who are engaged in writing the history of Belgium during German occupation. Any such documents in the possession of units, formations, or of individual officers, should accordingly be forwarded forthwith to the Secretary, War Office (Disposal of Records Section), Percy House Schools, Twickenham Road, Isleworth, Middlesex.

Any other captured enemy documents or documents belonging to our late Allies that may be in the possession of units, formations, or of individual officers should also be forwarded to the same address.

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Among the released British subjects reported by Reuter's Agency to have reached the Finnish border from Russia are Capt. Prickett, Lieut. Eyeford and Stephens, Sergt-Major McMillan and Sapper Smith, Canadians.

In an interim report, Judges Riddell and Latchford, who were appointed by the Drury Government to investigate the administration of Crown lands in Ontario, declares (says the *Times*) that the Shevlin Clarke Company, of Fort Frances, has defrauded the Province of large sums of money, and that Mr. H. W. Ferguson, Conservative Minister of Lands, Forests and Mines, in issuing a licence to the company for berths in the Quetico forest reserve, without competition or notice to the public, was violating the law of the Province.

A CANADIAN LETTER: FROM OUR OWN CORRESPONDENT.

Canada's Interest in British Labour Disputes—The St. Lawrence Waterway.

MONTREAL, October 22.

CANADA is looking on with anxiety at the great upheaval which seems to be threatening Great Britain, for it is recognised that unless it is speedily settled, an immediate effect will be seen on this side. The ports of Halifax and St. John, which are looking to the inauguration of the winter season's shipping activities as a result of the transfer of shipping from the port of Montreal during the close season, are much concerned. At the present moment there is a big shipment business with apples from Nova Scotia, and merchants are hoping there will be no interference with this traffic. The coal scarcity in Nova Scotia is difficult enough at present, and very little coal is available for export or for bunkering trans-Atlantic vessels. There is a conference proceeding in Montreal at the present moment between the Nova Scotia coal companies and the Miners' Federation on the question of wages, and it is very uncertain what the issue will be. Generally speaking, however, labour conditions in this country have been satisfactory of late. The latest returns from Ottawa indicate that unemployment is slightly diminished, and thus far there is very little complaint on this score from the charitable agencies and organisations which come in contact with unemployment when it prevails. In the port of Montreal the navigation season, now drawing to a close, has passed over without any trouble among the various sections of workers.

There has been a marked falling-off in the number of tramp vessels coming to the port of Montreal this season, and this is attributed to the fact that there is hesitation in taking Canadian grain, as apparently there is more grain reaching Britain from Australia and the Argentine, and it is a matter of competition.

Deepening the St. Lawrence.

The proposed ocean waterway over the St. Lawrence to the Great Lakes has aroused strong opposition at New York, as it did at Montreal. The shipping interests and the navigation men mostly spoke against the project when the International Waterways Commission sat there this week. The opposition was largely on the ground of the belief that the taxation would fall heavily upon the State of New York. One voice heard in favour of the scheme, however, was that of Admiral Benson, chairman of the United States Shipping Board, who stated that the war had demonstrated that the present means of transportation, when under high pressure, were most inadequate to carry ordinary commodities. As it was very doubtful that sufficient railroad facilities could ever be provided to take care of transportation to the Middle West, the situation could only be improved by increasing water transportation routes.

The sitting of the Commission at Montreal brought out active opposition not only to the navigation proposals, but to the power development schemes; in fact, it was urged that the power development plans would seriously injure the navigation conditions on the St. Lawrence between Montreal and Quebec by interfering with the water level. What was very strongly emphasised by the chairman of the Shipping Federation, Mr. R. W. Reford, a director of the Cunard Line, for which his company is the agent, was that any scheme on which a large expenditure is to be made should be all-Canadian in its scope.

Many Conventions.

Montreal has become the Mecca of American conventions. It is a great American habit to have annual conventions for every organisation that can find a *raison d'être*, and generally the seat of the annual gathering moves from place to place. For some reason the city of Montreal has become very popular in this respect. The cynics say it is because Montreal is an "oasis" in the prohibition desert which covers North America. One of the most interesting conventions of late has been that of the American College of Surgeons, which brought 2,000 surgeons from a very wide area to discuss common professional problems. That convention opened with the

presentation of a silver mace from the Consultant Surgeons of Great Britain to their colleagues on this continent, the presentation being made by Sir Berkeley Moynihan, of Leeds, supported by Mr. Albert Carless, of London, and Sir Wm. Taylor, of Dublin. It was of interest to note that the convention was presided over by a Canadian member of the profession, Dr. George E. Armstrong, of Montreal, who was installed in office at the opening session. Incidentally, it was pointed out that the "American" College of Surgeons does not mean that the members are necessarily of United States nationality, for the College takes in members in Canada and in the South Americas. But it is difficult to detach the word "American" from the great republic, even though Canada's birth document is the Act of British North America.

The Sugar Dispute.

An open market in sugar has been assured by the action of the Government in permanently suspending the order recently issued by the Board of Commerce, whereby wholesale merchants in Canada were to be restricted to Canadian refineries and at a fixed price. This stranglehold which was given the refiners over the Canadian public was hotly resented on every side, and so much was this realised by the Government that the delegation of refiners which went to Ottawa to present their case, practically gave way and granted that the step taken by the Government was a legal one. There will now be no fixed price and no ban on imported sugar.

The Ross Rifle Again.

The much-vexed question of the Ross rifle has been revived by a recent statement on the part of the Rev. Canon Scott, of Quebec, who was, *par excellence*, the most popular padre overseas with the boys. That statement charged Sir Sam Hughes with having foisted the rifle on the Canadian Army, and thereby being the cause of great loss of life. He also averred that three millions of hush money had been paid to prevent any enquiry into the allegations against the Ross rifle. The former Minister of Militia comes up smiling, and re-asserts what he has frequently argued before, that it was bad ammunition that caused some difficulties with the rifle, and that when good ammunition was obtained, it answered very well, and that the Second Battle of Ypres was won with the Ross rifle. General Alderson's removal had nothing to do with the Ross rifle, says Sir Sam Hughes.

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THE CANADIAN DELEGATES TO GENEVA.

Sir George Foster, Minister of Trade and Commerce, and Rt. Hon. C. J. Doherty, Minister of Justice, left Ottawa on Tuesday as delegates to the Assembly of the League of Nations at Geneva (says the *Times*). They will be met in London by the Hon. N. W. Rowell, former President of the Council, who will be the third Canadian delegate.

It is understood that while in London the delegates will negotiate with the Imperial Ministers in regard to the amendment of the British North America Act, the delimitation of the Canadian-Newfoundland boundary in Labrador, and the Naturalisation of Aliens.

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CANADA'S BATTLEFIELD PILGRIMAGE.

The sun was bright on the battlefields of Vimy Ridge, Arras, and Lens, on Monday (says the *Daily Mail*), when a delegation of Canadians from Paris decorated every Canadian grave with flags and flowers. At the foot of the central monument large wreaths were laid.

The principal celebration took place at the cemetery of La Caudière, near Vimy, where 1,200 Canadian soldiers killed in 1917 are buried.

The Canadian Commissioner in Paris, Dr. Philippe Roy, said that the sacrifice of lives would not have been in vain if it brought peace to the world, and for that the maintenance of the League of Nations is necessary.

It was dark before all the cemeteries had been visited and the party, which included women, had motored back to Amiens.

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The Soldier Settlement Board has approved loans to ex-Service men totalling more than \$78,000,000.

PROHIBITION IN THE PRAIRIE PROVINCES. Effects of the Recent Affirmative Votes.

Discussing the effect of a favourable vote for prohibition in Manitoba, the *Free Press* points out that the meaning of the referendum resulting in favour of prohibition simply is that the importation and dispensing of liquor are in the control of the people of Manitoba through their representatives in the Provincial Assembly.

"This is not necessarily the same thing as a 'bone-dry' Manitoba," says the *Free Press*, "although it is, of course, true that the Act was designed primarily to enable Provinces to become 'bone-dry.' An affirmative vote gives the local Legislature power to make the Province 'bone-dry,' or to decide that certain intoxicating liquors may be imported as a beverage. It gives the local Government power to make and enforce its own liquor laws; to decide, in a word, whether liquor may be imported or, with specified exceptions, kept out; and how it is to be handled and dispensed. Thus if the Legislature declared beer a legal beverage there would be no legal bar to its importation.

"The adoption of the referendum and the continuation of the Scott Act will make the Province 'bone-dry' for as long as the people want it and no longer. It is true the immediate effects of an affirmative vote will be to make the Province dry to the extent of the new and more drastic Provincial law which will be proclaimed in that event. But it in no way limits the freedom of the Legislature to deal as it pleases with the matter.

"The immediate effect should be to greatly strengthen the hands of the authorities in stopping the illicit sale of liquor. If the importation of liquor not legally saleable in Manitoba is cut off, the source of supply of the boot-leggers will be largely dried up."

Government Sales in Saskatchewan.

An official announcement with regard to the situation in Saskatchewan points out that the new Saskatchewan Temperance Act will place the control of liquor sales with a Commission appointed by the Lieutenant-Governor-in-Council. The Act, already on the statute books, will now be brought into force. The vote on October 25 will sweep out of existence wholesale liquor houses.

Liquor will now be sold only for medicinal purposes, sacramental, chemical or manufacturing purposes. All liquor sold will be under the seal of the Commission, and only such men as the Commission may appoint will have the right to sell it.

Liquor for medicine will be sold only on the prescription of a doctor duly authorised by the Commission. To obtain such permission, the doctor must enter into a bond to the amount of \$500. This amount will be subject to forfeit if a prescription is wrongly given. Such an act also leaves the medical man liable to have his Provincial licence cancelled. The druggist authorised to sell is also under a \$500 bond, which is subject to seizure if an illegal sale is consummated. Failure on the part of the doctor or druggist to keep proper records of prescriptions leaves him liable to a fine of \$100 or imprisonment.

For illegal sales, the following fines may be imposed: \$400 to \$1,000 or 60 days in jail in default of immediate payment; or \$100 to \$300 coupled with a jail term of from two weeks to two months with an additional 30 days in jail, if the fine is not paid immediately; or the offender may be jailed for four months without the option of a fine.

The Act provides for a fine of \$100 for delivery of liquor to other than the proper consignee.

The Act provides for a fine of \$100 for drinking in any place other than the consumer's dwelling, with imprisonment of 30 days in default of payment for the first offence; for the second offence a \$200 fine with 60 days in jail for failure to pay the fine; the third offence is punishable with three months in jail without the option of a fine.

When a death occurs from such causes as exposure to cold, suicide, drowning, or any other cause brought about by drinking, the person selling the liquor is liable to the person's heirs in damages up to the amount of \$1,500.

SALE OF LIQUOR IN BRITISH COLUMBIA.

Factors in Anti-Prohibition Victory.

Although the recent referendum has decided the liquor question emphatically so far as British Columbia is concerned (says the Vancouver correspondent of the *Times*), the problem of legislation to carry out the wishes of the people is the chief topic of discussion pending the Provincial elections on December 1.

The prohibitionists are busy explaining "how it happened," expressing amazement at the final majority of nearly 30,000 for the moderation party. One important factor was a growing antagonism to the puritanical forces which have ranged themselves behind the Prohibition Party, whose campaign was

characterised by exaggerated language, which lost them many votes.

The police records, too, show an enormous growth of illicit trafficking and the impossibility of enforcing prohibition, and the vote was thus for the maintenance of law and order and against the constant defiance of legislation to which a great section of the people is actively hostile. Under Government control the moderationists and a large part of the prohibitionists will make it their business to see that the law is enforced.

INCREASED CANADIAN PENSIONS.

Extent of Applicability to United Kingdom.

In view of the number of enquiries received from readers of *Canada* as to whether they are entitled to the pension increases recently voted by the Dominion Parliament, we have made enquiries as to the extent of their applicability to Canadian pensioners resident in the United Kingdom. Unfortunately no copy of the amending Act appears to have been yet received on this side. As far as can be ascertained, in the meantime, however, the following are the changes as far as pensioners in the Mother Country are concerned:—

Discharged Soldiers.

- (1) No increase in personal pension.
- (2) An increase in the special allowance to officers and men who are totally disabled, and, in addition, incapable of attending to their own physical requirements (any increase in this regard is based on the particular facts of the case concerned).
- (3) An increase in the additional pension for the wife, amounting in the case of a totally disabled private, to \$120 per annum, and for each percentage of disability in proportion.
- (4) An increase in the additional pension for the first child of \$36 per annum, for the second child of \$24 per annum, and for the third and subsequent children of \$24 per annum. These amounts are in respect of the children of a totally disabled man; where the percentage of disability is less, the increase is (roughly) in proportion.

The above are effective September 1, 1920.

Parents.

An increase of 20 per cent. in the amounts payable as at July 1, 1920, from which date this increase is effective.

(The authority for this increase does not appear to be contained in the Pension Act, except in so far as the same provides for pensions to parents being awarded in accordance with amounts deemed necessary to provide maintenance.)

Children or Dependent Brothers or Sisters of Deceased Soldiers.

- (1) No change for the eldest such child.
- (2) An increase of \$24 per annum for the second and subsequent such children.

Orphan Children or Orphan Brothers or Sisters of Deceased Soldiers.

- (1) No change in the amount payable in respect of the first such child.
- (2) An increase of \$48 per annum in respect of the second and subsequent such children.

(The amount payable in respect of the brother or sister or orphan brother or sister may, it appears, be less than the maximum provided for in the Act.)

Widows of Deceased Soldiers.

Widows of deceased soldiers do not come within the scope of the increase, except in so far as they are affected by the increase awarded to their children.

OBITUARY.

At Montreal.—Mr. Robert Lavers (66), president of Lavers & Son, Ltd.; Mr. Robert N. B. Donaldson (78), who founded the firm of R. Donaldson & Sons in 1867; he was a native of Hamilton, Ayrshire; Mrs. Emily Lambert Payette, widow of Mr. Louis Payette.

At Cornwall, Ont.—Mr. Edwin McLennan (96).

At Kingston, Ont.—Dr. John Mundell, who lost his eyesight some time ago while analysing chemicals.

At Toronto.—Mr. Charles E. Warwick (56), secretary of the wholesale stationery firm of Warwick Bros. & Ruter.

At Vancouver.—Mr. Alexander McKelvie (84), a native of Scotland, who first came to Quebec and who founded the Vancouver Iron Works in 1887.

Sir Thomas Carlsw Martin, LL.D., for 18 years editor of the *Dundee Advertiser*, and for some time director of the Royal Scottish Museum, who died in Edinburgh last week, was chairman of the Scottish Agricultural Commission which visited Canada in 1908.

Sir Hamar Greenwood, replying to a speech by Mr. Devlin at Westminster last week, strongly resented the reflection made upon him because he was a Canadian. No part of the Empire in the last two generations, he added, had more loyally supported the Home Rule propaganda than the Canadian people.

SOVIET PROPAGANDA IN CANADA.

A Frank Statement of the Situation and an Appeal to Loyal Canadians

IN order to help the people of Canada fully to appreciate the real nature of the Russian Soviet system, and the gravity of the Socialist revolutionary movement in the Dominion, the Department of Labour at Ottawa has gathered, from many sources, authentic information respecting the Soviet system, its professed objective, and the visible results of its operation.

After the citation of many facts indicating the utter failure of Socialistic ideals as practised in unhappy Russia, the question is asked in the report, "What is the cause and purpose of the active Socialist propaganda in North America?" With a view to answering this, the position of Martens, the accredited Ambassador of the Soviet Republic to the United States is examined. In connection with this attention is drawn to the fact that the *New York Call*, which Martens used so extensively as his publicity medium, was the publication for which the Rev. Wm. Evans, of Winnipeg, was the reputed correspondent. During the brief period that telegraphic communication was in the hands of the Strike Committee of Winnipeg, in 1919, reports of the situation there continued to appear in the *New York Call*, apparently transmitted by its Winnipeg correspondent. It is apparent, it is

Forfeiture on Death and Imprisonment.

with office published in various languages.

Pamphlet and cards are extensively printed and distributed. The following is a copy.

CARD OF AFFILIATION
ONE REP. UNION

NATIONAL INDUSTRIAL UNION
OF THE DOMINION OF CANADA

Members of the Rank and File
with the Rank

I, the undersigned, do hereby declare that by the I will STRIKE against the use of money at any time I may be called upon

Name

Address

Witness

"Come unto me, all ye that labour and are heavy laden, and I will give you rest," saith the Lord.

Space will not permit reference to each of the organisations referred to herein, but mention of two would seem desirable, viz., the One Big Union and the Labour Church.

The One Big Union.

The One Big Union is an industrial organisation conceived by prominent Socialists in Canada, who evidently hoped to effect an economic and political revolution by means of the strike weapon. It proposes that all who toil would become members of one Union, and, by economic force, enforce of their demands. To many this thought of one organisation the order of the day? Organised employers, and organised labour are why not create one huge Union, of which all would be members, and thus greatly add to the efficiency and strength of labour? Why not try the new idea?

The idea is not new; it was first seriously advanced in 1869 by Uriah Smith, in Philadelphia, when he and other garment workers originated the "Knights of Labour." That organisation advocated public ownership and operation of all public utilities, co-operation in the production and distribution of goods, for the common good of all. "An injury to one is the concern of all," was their declaration of faith. They were organised in one body, without distinction of trade or craft. They denied all identity of interest between employer and employee, and objected to being expected to respect any contractual obligations. In 1875, at a National convention at Tyrone, Penn., the Social Democratic party of North America joined the Knights of Labour. For a decade the dual organisation progressed until, in 1885, they introduced sabotage in the Gould strike, which brought upon them public condemnation, resulting in their dissolution as a labour organisation in the 'nineties. The One Big Union of to-day is, in principle, a reproduction of the "Knights of Labour" of 1869.

The Socialist Trades and Labour Alliance

Following close upon the dissolution of the Knights of Labour, the "Socialist Trade and Labour Alliance" sprang into existence, in 1895, when a delegation from District Assembly 49 of the Knights of Labour met with the Central Labour Federation of New York City and formed the new alliance. The plan originated with Daniel DeLeon, a fervid Marxian Socialist, and the organisation was endorsed by the Socialist Labour Party. The alliance never prospered, and ceased to exist in 1905, but its leaders played a prominent role at a Convention in Chicago in the same year, at which the Industrial Workers of the World was formed, and into this latter organisation the Socialist Trades and Labour Alliance was merged.

To indicate the close similarity between the policy of the Socialist Trades and Labour Alliance and the One Big Union a letter addressed to Mr. R. B. Russell, just prior to the first One Big Union convention at Calgary, in 1919, which has for some time been a public document, is here quoted:—

Dear Friend Russell:

Glad to hear from you. I know how busy you are so gise for not writing me. I had the enclosed tucked for the last nine years awaiting the day which I knew I want you to have a print made of it by someone who trust not to destroy the original, then carefully send it to B.C. Federationist, with similar instructions. I want to me; gold cannot buy it. It is off this that Lenin has Soviet administration as far as possible. It was drawn up by Daniel DeLeon, 9 years ago. Get paper copies of this on a circular and send it broadcast. The Henry Dubbs will get the idea on much more so than dozens of lectures. So you see I was in O. B. U. before I was a Socialist or Bolshevist.

(Signed) ROSE HENDERSON



THE BEST ANTIDOTE TO BOLSHEVISM IN CANADA.
A constant stream of British soldiers to the Dominion.

stated, that the alleged commercial mission of Martens to America was not his real mission, and, further, that his propaganda campaign included Canada as well as the United States.

It is reasonably apparent (the report proceeds) that Socialism, as practised under the Russian Soviet system, has proved a disastrous failure in Russia, and that it was, and is, the ambition of the Soviet Republic to make their revolution world-wide in scope. Neither a nation nor an individual can live wholly independent of all others. It is equally obvious that Soviet Russia cannot hope to perpetuate her ideals unless they are practised internationally, hence her object is to involve the world.

Socialistic Organisations.

Various organisations in Canada are spreading Socialistic propaganda, the promoters and leaders in most instances knowing full well that they are willfully misleading many honest-intentioned citizens by the various disguises under which their aims are cloaked.

Among the numerous organisations referred to may be named the following:—

The Socialist Party of Canada, International Bible Students, the One Big Union, the Labour Church, the Russian Socialist group, the Ukrainian Socialist group, the Finn Socialist group, The Ukrainian Dramatic Society (Moose Jaw), ex-Soldiers' and Sailors' Labour Party, Winnipeg, the Union of Russian Workers, Zluka (Ukrainian Bolsheviks), Spujnia (Polish), the Bulgarian Bolsheviks, the Jewish Bolshevik party, the Socialist Revolutionary group, the Anarchist Communists, the Communist Labour party.

Their policies differ in degree only. Almost all repudiate religion. Each in its own way promises to make over our economic system by forcible means, adding, as most of them do, "if necessary."

A number of these organisations control certain so-called labour papers, the most influential of which are the *B.C. Federationist*, of Vancouver; *Scavenger*, of Calgary; *O.B.U. Bulletin*, of Winnipeg; *Vampas* (Finnish), of Sudbury;

The preamble of the One Big Union constitution (which was amended at the Winnipeg Convention of January, 1920) is also quoted to indicate similarity between the "Knights of Labour" and the One Big Union. The concluding paragraph reads:—

"The One Big Union, therefore, seeks to organise the wage worker, not according to craft but according to industry; according to class and class needs, and calls upon all workers to organise irrespective of nationality, sex, or craft, into a workers' organisation, so that they may be enabled to more successfully carry on the every day fight over wages, hours of work, etc., and prepare themselves for the day when production for profit shall be replaced by production for use.

The I.W.W. headquarters advertised, published, and distributed One Big Union literature in 1919, and gave aid and encouragement to its organisation in Canada. The name "One Big Union" was adopted at the Calgary convention, it being stated that it would not do for them to be known as the I.W.W. in Canada. Scores of documents and incidents could be quoted in evidence to prove the close connection existing between Martens' Soviet Bureau in New York and O.B.U. leaders in Canada. A few will doubtless suffice.

Medical Assistance for Soviet Russia.

Appeals are being directed to all O.B.U. units in Canada to contribute to a fund for sending medical assistance to Soviet Russia. These appeals have appeared in the *British Columbia Federationist*, and have been read in most, if not all, of the O.B.U. branches in Canada. In some cases they have been presented by emissaries who appeared in person. It will be noticed that the Soviet Bureau in New York is acquainted with the whereabouts of the O.B.U. branches in Canada.

In Toronto, on April 9 last, a speaker said that "in the very near future the O.B.U. will be a real communist organisation, and a lot of members of this body are communist anarchists, and I.W.W., and are getting more powerful all the time. Very soon all the Unions will join the O.B.U. All organised workers are waiting and getting ready for a general strike; then will break out something."

At a O.B.U. meeting in Montreal, on March 28 last, a well-known organiser stated: "He was in Winnipeg during the strike, and no one can deny at the present time it was the object pure and simple to overthrow the Government and establish a Soviet Government in Canada. All realised now they had made a mistake in starting in Winnipeg alone, but that they should first have got a thorough organisation all over Canada, and then made one big revolution which it would have been impossible to suppress."

These examples of the utterances of the O.B.U. leaders surely indicate their real purpose. It is, however, only fair to point out that they have at the moment many adherents who are not aware of and would not willingly support their revolutionary intentions.

The name "One Big Union" was adopted to mislead the worker who would not affiliate with the I.W.W. movement.

The Labour Church.

The Labour Church is a subsidiary of the One Big Union.

The first so-called Labour Church was established in Winnipeg during the winter of 1918-1919 under the auspices of the Rev. Wm. Ivens, the reputed Winnipeg correspondent to the *New York Call*. In June, 1919, a New People's Church was set up in Brandon, presided over by Rev. A. E. Smith. In September, 1919, the Labour Church in Edmonton was formed, with the Rev. G. L. Ritchie as pastor. In June, 1920, an effort was made to establish one in Fort William under Mr. A. Henry, one in Vancouver under Mr. J. S. Woodsworth, and also one in Calgary. It may be recalled that the Russian Soviet Republic, in its constitution adopted in 1917, repudiated all forms of religion as then practised, and declared that monks and clergy of all denominations do not perform any useful social functions.

Mr. Martens, as has been already stated, is the authorised ambassador of the Soviet Republic in the United States and head of the Soviet Bureau in America for the conducting of a propaganda campaign admittedly financed by the Russian Soviet Government. There is evidence of the fact that Martens had agents at work in the Western States and Canada, and proof that the Rev. Wm. Ivens was an active O.B.U. promoter and correspondent for the *New York Call*, Martens' chief publicity medium.

Mr. T. A. Barnard, of Victoria, in mentioning the Labour Church, said: "One could speak on anything which would benefit the state of things in the present world, and let the world hereafter take care of itself." Mr. A. Henry, at Fort William, said: "We could get some recruits from the Orthodox Church; the best thing to call this education is the Labour Church, because if it is called a Socialist meeting there are a lot of people who would not come."

Many more similar utterances of the men acting as pastors of these so-called Labour Churches might be quoted. It would appear that this movement is merely a subsidiary of the Socialist Revolutionary movement and a piece of hypocrisy, evidently conscious in the case of most of its promoters,

designed to interest in the revolutionary movement persons of religious and humanitarian principles to whom the ordinary Marxian propaganda would not be attractive. It surely contains no genuine element of religion.

Mr. R. B. Russell, Manitoba Secretary for the O.B.U. and a member of the Executive, was asked, in May, 1919, why they were attacking the International Trade Union movement so bitterly. His reply was that the Trade Unions had always stood in the way of the progress of Socialism, and that they must be destroyed. This was exactly the attitude of the Knights of Labour. In Canada the International Trade Unions have a total membership of about 260,000; their policies are well known. In the industrial field they endeavour, by crafts, to negotiate agreements with employers by direct conference or arbitration, a strike always being a last resort. They respect and uphold constitutional Government; their members are obligated before God, and hold sacred the moral law.

Relative Standing.

The following table will give an idea of the relative standing of the various organisations of Labour in Canada:—

	Branches.	Membership.
International	2,309	260,247
Non-International	325	33,372
Independent	29	8,278
National Catholic	83	35,000
One Big Union	101	41,150
Totals	2,847	378,047

There is at the moment some indication of an attempted alliance between the non-Internationals and the One Big Union, but there would appear to be little probability of success.

The National Catholic Unions are located in the Province of Quebec, and are very anti-Socialist.

An Insidious Campaign.

The report concludes:—

"The insidious propaganda campaign which has resulted so disastrously in Russia is still being carried on in North America and in other parts of the world. The popular motto is 'Bore from within.' This process is going on in both the religious and industrial field. Employers who do not show due regard for the needs and rights of their workmen are substantially aiding the enemy that would destroy them. Many do not recognise that the legitimate Labour movement is to-day playing a large part in preventing industrial and economic disaster; it is also the power that guarantees to the worker a reasonable return for his labour, a standard of living much above that which would prevail were his interest not protected, and is an anchor to steady him from the waves of radicalism which from time to time seek to wreck all that has been accomplished by way of constructive permanent improvement. Trade Unions which retain within their ranks men who use their membership to 'bore from within,' and destroy instead of support, are assuming a serious responsibility and risk. There is unquestionably need of and opportunity for work by the Christian Churches of every denomination.

"The Government of Canada has given serious and constant attention to this problem during the past year and a-half. Every action taken to protect the people has been misrepresented by the Red propagandists. If further sympathy or support is given to this revolutionary movement, that would, if it prevails, devastate North America, as it has destroyed Russia, it will not be done innocently.

"It is for every citizen to decide as to how his or her influence will be directed. If our industrial, social, political, and religious institutions, established through years of experience, should, in the opinion of our people, be replaced by a Constitution such as now exists in Russia, then their course is clear; if, on the other hand, they desire to perpetuate the British Constitution, civil and religious liberty, love of God, home and native land, then their line of duty is also plain."

* * *

In "The Storm," which he will produce later on at the Strand Theatre, London, Mr. Bouchier will play the part of a Canadian trapper.

A scientific research Fellowship of \$1,500 for 10 years has been established in connection with the University of Manitoba by the Hudson's Bay Co.

The Government of the Czecho-Slovak Republic has awarded the Croix de Guerre to the following Canadian officers:—Lt.-Col. (temp. Col.) H. C. Bickford, C.M.G.; Bt. Lt.-Col. (temp. Major-gen.) J. H. Elmsley, C.B., C.M.G., D.S.O.; Bt. Lt.-Col. A. H. H. Powell. (*London Gazette* Supplement, October 29.)

At a meeting of Worthing Town Council last week the Mayor handed to Capt. W. F. Gore, late master of the steamship *British Isles*, a silver cup, presented by the Canadian Government in recognition of his kindness to the crew of the Montreal steamer *Manxman*, which was abandoned in the North Atlantic last December.

OCEAN PORTS 2,000 MILES FROM THE SEA—I.

Twin Cities' Views on the Need for the Deepening of the St. Lawrence.

The question of the practicability of the deepening of the St. Lawrence so as to permit of ocean vessels proceeding direct to the Great Lakes without breaking cargo, and vice versa, is at present being enquired into by the International Joint Commission on Waterways. The project is being opposed by the St. Lawrence port and city authorities, and also by some American interests, but is being strongly supported by the Great Lake cities and towns. Below are given the views of the Twin Cities of Port Arthur and Fort William which are 2,000 miles from the Atlantic and 1,500 from the Pacific—as set forth by Mr. Irving Delamater, Vice-President of the Fort William Board of Trade, on behalf of the City Councils and Boards of Trade of the two municipalities.

FORT WILLIAM and Port Arthur are situated at the head of Lake Superior and hold a commanding and enviable position in the commerce of Canada. Here three great transcontinental lines converge, meeting water. We cannot explain the situation better than to ask you to imagine the Great West as the outer edge of a fan, while Fort William and Port Arthur represent the pivotal point at the base thereof. All traffic moving east or west must, of necessity, pass through these ports.

Western Canada is essentially a grain-growing country, and the grain trade of Canada is fundamental in our economic structure. The business of moving our grain vitally affects the

The maximum number of cars of grain unloaded in any one day is 2,100, and the maximum quantity of grain unloaded is 2,704,400 bushels. This occurred on October 26, 1915. Since that time four or five new elevators have been built, modern in every respect, and it is a safe statement to make when we say that 3,000 cars of grain can be unloaded in any given day, approximately $3\frac{1}{2}$ to 4 million bushels. On November 7, 1915, approximately 7 million bushels of grain were loaded into steamers.

These figures will give you some idea of the splendid harbour and elevator facilities that we have here at the head of the lakes. We are, however, only at the beginning of our develop-



[Photographs]

["Canadian Illustrated Monthly."]

MILL AND TERMINAL ELEVATORS OF THE OGILVIE FLOUR MILLS COMPANY, LIMITED, AT FORT WILLIAM.

One mill has a capacity of 2,500 barrels of flour a day, and the elevator a storage capacity of 2,225,000 bushels of wheat.

prosperity of Canada. Promptness and economy are of the highest value. The methods used must be of the best. Generally speaking, Canada exports three-quarters of the wheat produced, and the importing countries fix the price our farmers receive for their grain less transportation charges, etc.

Canada's problem, therefore, is world-wide, and it is only a truism to state that Western Canada is vitally interested in the proposed project.

The present river frontage of Fort William is 26.04 miles, the length of the river channel being 13.02 miles. Port Arthur has a harbour frontage of $7\frac{1}{4}$ miles, and a lineal dock frontage of 30 or 40 miles can be made by the building of piers. The two harbours are dredged to a depth of 26 feet, and steamers carrying 15,000 tons of coal have no difficulty in reaching dock.

The future possibilities of development at the head of the lakes are immense, and there is easily an additional 1,500 acres of land available for future development near the water front.

We have at the head of the lakes twenty-nine grain elevators with a total capacity of 55 million bushels. This is the largest bushelage of any port in the British Empire.

The amount of grain handled through these ports is huge,

and would like to point out that the development of the three Prairie Provinces has hardly begun.

1915 was the banner year for production in Western Canada, and approximately 800,000,000 bushels of grain of all kinds were produced, and approximately 400,000,000 bushels exported. Little difficulty was experienced at that time in moving the crop. The grain was urgently needed overseas, and the British Government helped to supply a large volume of ocean space and took care of the grain as it was rushed through. This, however, is by no means a constant occurrence and should be treated only in the light of war effort.

We have in the three Prairie Provinces a total land acreage of 358,805,198 acres. The latest figures obtainable, those of 1915, show that 73,300,135 acres had been taken up for farms. Out of this amount 34,330,135 acres were improved lands and the balance unimproved. Of the improved farm lands, 23,766,364 acres were growing wheat, oats, barley and flax. In 1919 the total acreage for grains had increased from 23,766,364 to 30,071,312 acres, an increase of 7,000,000 acres.

A study of the statistics showing the development of Western Canada clearly proves that the increase in the acreage of field crops from year to year is fairly consistent, notwithstanding the fact that during the past five years very little development

has taken place in the building of railroads in new territory. The resumption of such will undoubtedly cause a further increase in the total area of farm lands taken up for cultivation purposes. In the meantime a large proportion of the unimproved land will be cultivated and cropped. It seems quite reasonable to assume, therefore, that when the 1921 census is taken it will be found that the increase from 1916 has been fully maintained as compared with previous years. Using that as a basis, the following figures (acres) are obtained, allowing for a considerable slowing up as compared with the last ten years:

Years.	Total area improved.	Area under field crops.	Area under principal grain crops
1921.....	40,000,000	34,000,000	32,000,000
1926.....	48,000,000	40,000,000	37,500,000
1931.....	56,000,000	45,000,000	42,000,000

The above, we think, is a very conservative estimate, considering the fact that it is a general belief that the population of Western Canada will materially increase during the next ten years.

These figures are submitted to emphasise that Western Canada as an agricultural country is in its infancy, and that in years to come huge volumes of grain will come through these two ports for shipment to Eastern Canada. It is there-

Our agricultural-producing territory is in the heart of Canada, with numerous lines of railroad between it and the Lake. Competition between the surplus-producing countries of the world is being restored, and will be functioning in full working order within the near future. The chief competitor of our grain belt is going to be Argentina. In that country labour costs are low, and land is much cheaper than in North America. Grain can therefore be produced more cheaply, and will compete with grain grown on high priced land with high labour costs.

Seeing that we export approximately three-quarters of the wheat grown, and must depend on the European countries to absorb same, it is essential that every saving must be effected if we want to hold our position in the world's markets.

The first step that we must endeavour to take is to eliminate high rates for transportation. In 1919 it cost exactly \$1 per bushel to deliver grain from the head of the lakes to Liverpool. This rate, of course, was abnormal. It is simply mentioned to show what a large part transportation costs play in the grain trade of this country.

There is one means by which our advantage as a competitor can be increased, and that one means is cheaper transportation. Water rates are known to be much lower than rail rates. The opening of a water route to the sea will lower the transportation costs to the Western farmers. If the shippers of grain



ASSISTING THE TRANSPORTATION PROBLEM: THE FITTING-OUT WHARF OF THE PORT ARTHUR SHIPBUILDING COMPANY, PORT ARTHUR.

fore highly desirable that transportation facilities should be such as to take care, in an economic and proper manner, of the crops as they come forward.

If the project fails and it is impossible to get the grain out in time and in accordance with contracts made with European buyers, the grain producers and the grain trade of Canada will not only suffer, but farmers generally will undoubtedly reduce the acreage for future cultivation. This in itself will be a calamity.

We do not believe that the Panama Canal route or the completion of the Hudson Bay Railway will seriously affect the amount of grain moving eastwards through Fort William and Port Arthur. Both routes are still untried from a commercial standpoint, and therefore problematical.

The transportation problem of the past twenty-five years in Canada and the United States has consisted mainly in securing the construction of railroads and solving the question of their proper and adequate administration. The chief Canadian and American transportation problem for the next twenty-five years promises to be the development of our waterways; not to compete or interfere with existing railroads, but to find an added outlet for the goods produced and required for consumption.

Our economic interests have outrun our home boundaries. Our political obligations and ideals have gone forward with surprising swiftness, and whether we will or not, we shall, perforce, be obliged to shape our business progress and our public institutions more and more in accordance with international requirements.

The most difficult problem our country and the United States have to face in the next decade is to make transportation keep pace with production. Production, we believe, is ready and waiting to jump forward with a bound. The railroads are taxed during the busy season to their utmost. Car shortage in the West during the fall comes as regularly as winter, with a resultant loss to farmers in the first place and citizens generally in the second place.

As time goes on we will be forced to compete more and more in the world's markets with other countries. With our agricultural products we must compete with Argentina, India and Australia, all of which have the advantage of cheap water transportation.

and flour are permitted to load into vessels and transfer same direct to ocean vessels at Montreal without transferring at bay ports, a large saving will be effected. Not only will a saving in freight rates be effected, but the equipment now used by the railway companies to transfer grain from bay port elevators to the seaboard can be moved westward to relieve the annual car shortage which prevails.

In passing, it might be well to mention that the car shortage out West is a source of great expense to the country as a whole, and farmers lose large amounts of money. The shortage of equipment is a serious matter and would be relieved to a large extent by the inauguration of a deep waterway to the ocean, allowing the railroads to transfer their equipment to the Western Provinces.

Further, it is much more economical to ship a cargo of grain as a unit than innumerable cars. A cargo of 300,000 bushels of wheat requires approximately 207 cars, of 80,000 lb. capacity. The statement that it is much more economical and efficient to move commodities by steamer than by car does not, we think, require any further enlargement.

(To be continued.)

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LECTURES ON CANADA.

On Monday evening, at the Congregational Church in Folkestone, Mr. Fred C. Salter gave an address on Canada to a large audience provided over by the Rev. J. Ingles. Mr. Salter traced the history of Canada from the days of its colonisation by the French in the reign of Louis XIV. until the time when it has become "a bright star in the firmament of nations." Enjoyment of the address was greatly enhanced by the exhibition of some fine coloured views of Canada from the Atlantic to the Pacific.

"Across Canada" was the title of a lecture given on Monday evening by Mr. R. J. Arnott, M.A., assistant editor of *Canada*, under the auspices of the Marlborough Place (St. John's Wood, London) Literary Society. It was descriptive of the recent Imperial Press Conference tour, and was illustrated by a particularly fine series of lantern slides, kindly provided by the Canadian Government Emigration Office, the Ontario Government, and the Canadian Pacific and Grand Trunk Railways.

PURELY PERSONAL

The Rt. Hon. Sir George Foster, Minister of Trade and Commerce, and the Rt. Hon. C. J. Doherty, Minister of Justice, are expected to arrive in London from Ottawa next week on their way to Canada.

The Hon. N. W. Rowell, M.P., arrived in London from France on Wednesday, and is staying at Claridge's Hotel.

Sir Arthur Whitten Brown, who flew the Atlantic last year with the late Sir John Alcock, left Liverpool last week by the R.M.S. *Empress of Britain* for a tour of Canada, China and Japan.

Colonel Ronald Storrs, Governor of Jerusalem (son of the Very Rev. Dean Storrs, who is a native of Cornwallis, N.S.), is on his way home, and is expected to arrive within the next few days.

Mr. Leo Weinthal, O.B.E., editor of the *African World*, lectured on the Cape to Cairo route before the Empire Club of Toronto this week.

Lady Strathcona and Mr. R. J. B. Howard have not been able this season to go to Scotland owing to Mr. Howard's health not being good.

The King has approved the appointment of the Rev. Herbert Newell Bate, M.A., vicar of Christ Church, Lancaster Gate, W., to be a Canon of Carlisle Cathedral.

Mr. J. H. Gundy, of Toronto (one of the Canadian delegates to the International Financial Conference at Brussels), and Mr. D. P. Greenshields returned to Canada via New York by the R.M.S. *Olympic* last week.

Among the departures for Canada by the R.M.S. *Montreal* last Saturday were Mr. and Mrs. W. T. Andrews, Miss Frances Bidon, Mr. J. A. Clift, K.C., and Mrs. Clift, Mr. and Mrs. Robert H. Coats, Mr. Wilfred James and Mr. R. H. Simmonds; by the *Scandinavian*, Mrs. G. Langlois and Miss Langlois, Mr. J. W. McLeod; by the R.M.S. *Empress of Britain*, Lt.-Col. G. C. K. Clowes, Col. G. B. and Mrs. Duff, Major J. E. Fetherstonhaugh, Hon. Hugh and Mrs. Guthrie, Dr. G. W. Howland, Mr. and Mrs. R. McVittie, Mr. W. H. Molsou and Mr. J. M. O'Brien.



MR. J. W. NORCROSS,
Managing Director of the Canada Steamship
Lines, Ltd., who is at present in London.

Senator J. H. Ross, formerly Governor of the Yukon Territory, has returned from Switzerland to the Hotel Victoria, Northumberland Avenue, London, in consequence of the illness of his daughter, Miss Barbara Ross, who is now progressing favourably.

Mr. Fred C. Salter left London for Scotland and Ireland on Tuesday in connection with matters affecting the C.N. and G.T. Railways.

Among those present at the Empire Dress Union luncheon to Lord Burnham, at the Prince's Restaurant on Tuesday, were Sir George McLaren Brown, Sir Thomas Fisher, Mr. W. L. Griffith, Mr. John Howard, Col. W. Grant Morden, M.P., Col. J. Obad Smith, Sir Campbell Stuart, and Mr. F. C. Wade.

Mr. A. J. Mitchell, Vice-President of the Canadian National Railways, and Mr. W. S. Hodgins, of the Dominion Securities Corporation, returned to Canada by the R.M.S. *Adriatic* last Wednesday.

ENGAGEMENTS AND MARRIAGES

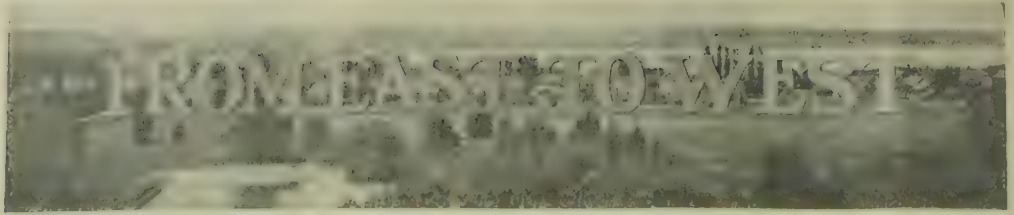
The engagement is announced of the Earl of Minto to Marion, eldest daughter of Mr. George W. Cook, of Elm Avenue and St. Nicholas Street, Montreal. The wedding will take place before Christmas.

On October 12, in St. Francois Xavier Church, Brockville, Ont., the marriage was solemnised of Mr. Alexander Joseph McDonald, son of Mr. and Mrs. D. R. McDonald, Ottawa, to Miss Margaret Isabel McHenry, younger daughter of Mrs. Wm. J. McHenry.

At Holy Trinity Church, Toronto, the marriage has taken place of Helen Dorothy, daughter of Mr. A. D. Langmuir, Toronto, to Frank Fauquier Arnoldi, D.S.O., who served in France and Russia as a major with the Artillery, and who is a son of Mr. Frank Arnoldi.

The wedding of Col. Ian Sinclair, of Toronto, formerly of the 13th Bn., to Miss Leah McCarthy, has taken place at St. James' Cathedral, Toronto. The best man and ushers included several of the officers of the 13th Bn. Capt. Stuart MacTier, of Montreal, was the best man, and the ushers were Brig.-General Eric McCuaig, Major J. D. MacPherson, Major W. E. Macfarlane and Capt. Stanley Lindav, all of Montreal.

At St. James's Cathedral, Toronto, Flora, daughter of Mrs. W. J. Macdonald, was married to Mr. William Batten McPherson, son of the Hon. W. D. and Mrs. McPherson. The bride was given away by her brother, Capt. Fred Macdonald.



ONTARIO



PROVINCE.

OTTAWA.—The population of this city increased 3,006 since last year, according to the official figures just issued by Civic Assessment Commissioner, Mr. P. H. Veale. In 1919 the official population was 107,732, while the total for 1920 was 110,738. The increase for 1919 was 3,725.

TORONTO.—"No more permits will be issued for timber areas and no old permits will be renewed," states the Hon. Beniah Bowman, provincial Minister of Lands and Forests. "The only way that we will dispose of timber areas in future will be by public sale," he added.

—The erection of a four-storey building, costing about \$150,000, at 181, King Street West, corner of Emily Street, is to be undertaken by Lieut.-Col. A. G. Peuchen, who will lease it to the Ford Company of Canada for its Ontario head office and salesroom at a rental of \$17,000 per year. The lot has 50 ft. frontage and 100 ft. depth.

—The formal opening of the Presbyterian College took place, in the presence of a large congregation, in David Morrice Hall. Rev. Principal Fraser was in the chair. The ceremonies included the induction of Professor Ernest M. Best, Ph.D., into the chair of religious education, and of Professor Thos. Eakin, P.L.D., into the chair of practical theology.

HAMILTON.—A building census, taken in connection with the assessment this year, shows that Hamilton's 114,000 population are housed in 24,277 dwellings and 210 apartment houses with 1,363 sub-divisions of apartments. There are now in the city 2,044 stores, 399 factories, 96 churches, 40 schools, 6 Government buildings, 49 municipal buildings, and 8 charitable institutions. The grand total of buildings is 27,129.

—It is announced that Mr. W. N. Wilkinson has assumed the duties of managing editor of the *Hamilton Times*, recently acquired by the Ontario Newspapers Corporation, of which Mr. John M. Imrie is president and general manager.

CHATHAM.—A party of Scottish settlers, in charge of Rev. Father McDonald, of Scotland, passed through here *en route* for the 800-acre farm of Bishop Fallon at Raleigh, where they will reside.

WINDSOR.—A nautical school to accommodate 500 boys is to be built here.

PRESTON.—The assessment returns show a population of 5,377, an increase of 150 over last year, while there is also a substantial gain in the assessment. Hespeler's population is now 3,059, an increase of 59 over 1919.

ORANGEVILLE.—The carding mill of Mr. Irvine Stephenson has been destroyed by fire. The mill was one of the old landmarks of the town, being built in 1852 and acquired by Mr. Stephenson's father in 1859.

NIAGARA FALLS.—One million and a-half visitors have been to see Niagara Falls this year, breaking all records, and 80 per cent. of them patronised the Canadian side of the Falls for a stay of long or short duration. The Queen Victoria Niagara Falls Park Commission, the body created by the Ontario Government, contemplates new extensions which may involve an expenditure of more than \$1,250,000, to be spread over a period of three years if the programme is entered upon in its entirety.

SARNIA.—Mr. Robert Simpson, Assessment Commissioner, announces that the population is 13,870, a gain of 1,221. The river front industrial development during the spring of 1921 is expected to cause an influx, but this year's advance is considered very good in view of the lack of housing accommodation.

FORT WILLIAM.—The Duke of Devonshire and party, during their visit here, were escorted by Supt. A. H. Hawkins, of the Canadian Pacific Railway Company, to inspect the big C.P.R. elevator "D" in operation.

KENORA.—The Chief of Police, Inspector Andrew Gordon, has resigned after twelve years of efficient work.

QUEBEC



PROVINCE.

MONTREAL.—A gift of \$40,000 has been made to the Redpath Library of McGill University. The sum will be used for the purchase and endowment of a research library of zoology.

In the Church of St. Andrew and St. Paul a bronze tablet was unveiled by the Rev. Dr. Duncan on October 13 to the memory of the Rev. Dr. James Barclay, minister of St. Paul's from 1883 to 1910. Chief Justice Archibald and the Rev. Dr. Herbert Symonds, of Christ Church Cathedral, also spoke.

A suggestion made by Hon. Dr. W. F. Roberts, that the grant of \$50,000, which the Central Red Cross will contribute to expenses of the provincial Red Cross if suitably used, should be used for the maintenance of clinics in connection with the medical inspection of schools in the rural districts, met with the approval of the meeting of the executive of the provincial Red Cross Society here.

Mr. M. P. Fennell, jun., formerly Secretary of the Harbour Commissioners of Montreal, has been unanimously elected Port Secretary of the Port Authorities' Association of Chicago. There was considerable opposition advanced against the proposal made to establish headquarters in a Canadian port, but Montreal was finally chosen. It was decided to extend the term of appointment to a period of two years.

—One of Montreal's oldest hotels, the Russell Hotel, on St. James' Street, has been sold by Mr. John T. Parker to Mr. Absalom Thouin, proprietor of the St. James' Hotel, for \$57,000. The two hotels are only divided by Cathedral Street, and will be connected by a bridge.

IBERVILLE.—The first monument to be erected to the late Sir Wilfrid Laurier was unveiled here on October 13, by his widow (who is now blind). It consists of a granite pillar surmounted by a bust of Sir Wilfrid, the whole being 10 ft. high. On the same day, outside the village of Sabrevois, on the farm where he was born, a stone was erected at the roadside in memory of the Hon. Honoré Mercier.

NEW



BRUNSWICK.

ST. JOHN.—Mr. Grant Hall, vice-president of the C.P.R., Colonel Nelson, Mr. John Irving, of Montreal, and Mr. K. M. Woodman, general superintendent of the C.P.R., New Brunswick district, have returned after a hunting trip in the vicinity of Bonny River. A large moose with a beautiful spread of antlers was among the game secured.

MONCTON.—A new oil well was struck in Albert County last month in the southern section of the land belonging to Gilbert Jonahan. Further drilling in the sands is proceeding.

NOVA



SCOTIA.

HALIFAX.—For Thanksgiving Day turkeys were selling at 75 cents a pound, the highest price in the history of Halifax.

—Mr. W. G. Clark, chairman of the Nova Scotia Highway Board, announces that the Board has appointed Mr. G. K. Addie, an engineer of Quebec, to report on the road contracts in hand in Nova Scotia.

—The Cunard liner *Caronia* from Cherbourg reached here on October 14 in 6 days 15 hours, and her arrival re-established the Cunard Line's London-Halifax-New York service via the French port.

PRINCE
EDWARD

ISLAND.

CHARLOTTETOWN.—The teachers' strike, which has held up the studies of 240 students at Prince of Wales College, has been settled. The teachers struck for a minimum wage of \$30 a week.

FROM EAST TO WEST

MANITOBA PROVINCE.



WINNIPEG. In all the Anglican churches here on Sunday, October 10, the services were of a special character in recognition of the hundredth year's anniversary of the inception of the Church of England work in the West. The centenary programme was inaugurated by the service in connection with the meeting of the Ecclesiastical Province of Rupert's Land, which was held in St. John's Pro-Cathedral, the preacher being Bishop Gray, of Edmonton.

The Winnipeg Telegram, a newspaper published for the past 27 years, has been taken over by the Winnipeg Tribune. The Hudson's Bay Reindeer Co. has been incorporated with headquarters here, and a total capitalisation of \$200,000, with the object of carrying on reindeer and musk-ox ranching and domestication.

Statistics compiled from City Hall records show that in this city one person out of every eight owns his own home.

Uniform game and fur royalty collection laws in Manitoba, Saskatchewan, and Alberta were urged in a resolution passed at the closing session of a conference of Provincial and Northern State agricultural representatives held here. An active educational campaign for weed extermination will be undertaken this winter in the three Prairie Provinces.

Capitalisation of new companies formed in Manitoba during the first ten months of 1920 will exceed \$100,000,000, states Mr. B. L. Baldwinson, Deputy Provincial Secretary. This is double the amount of the capitalisation of firms during 1919.

A deficit of \$200,000 in the operation of the Manitoba Government telephone system for 1920 is announced by the Hon. T. C. Norris, who stated that increased rates will be necessary. The deficit is due mainly to increased wages and operating expenses.

SASKATCHEWAN.



REGINA.—Despite the lateness of the season, new residences are still being built in the city.

Mayor Grassick has expressed his intention of seeking re-election as Chief Magistrate of the city.

MOOSE JAW.—The new fireproof, hundred thousand bushel, twelve-bin elevator here is practically completed. The total height of the building will be 206 feet, and the total capacity of the twelve grain tanks which are completed is 1,200,000 bushels.

—The total value of the building permits which have been issued in the first nine months of 1920 is almost four times that of the same period of 1919.

—With the idea of encouraging residential building, the Council has decided to sell to any citizen a residential building lot in a desirable locality on the water main at a reasonably low figure, provided the purchaser enters into an agreement that he or she will construct on the property a residence to conform with building restrictions for the locality.

—Miss Freda Harold, head of the department of French in the Moose Jaw Collegiate Institute, has the honour of being the first scholar to be appointed by Saskatchewan to pursue a post-graduate course of studies in Paris under the Act for the creation of scholarships for Canadian students in Paris passed at the last session of the Provincial Legislature. Miss Harold graduated from the University of Manitoba with honours.

ALBERTA PROVINCE.



EDMONTON.—On October 12 this city experienced its first snow of the season. Several inches of snow falling in the country north of Edmonton delayed harvesting operations for a few days.

CALGARY.—The Prince of Wales took the championship and two first prizes with some Shropshire sheep from his ranch

near here at the annual Cattle Show on October 21. The Earl of Minto also won a first prize.

Superintendent Scott reports a shortage of teachers in the city schools as well as in the country districts.

Mr. Charles E. Stanton, representing Mr. Thos. W. Lamb, architect for the Famous Players Canadian Corporation, has awarded the contract for the construction of the new Capital Theatre here to the Bennett & White Construction Co., of Calgary. This theatre is one of a string of 50 modern play-houses which the Famous Players Canadian Corporation Co. is erecting throughout Canada from coast to coast.

"Calgary and her citizens will not soon forget Mr. C. G. K. Nourse, and we trust he will not soon forget us," said the Mayor at a gathering in the Board of Trade rooms to bid farewell to the departing manager of the Bank of Commerce and to extend a welcome to the new manager, Mr. A. Maybee. Mr. P. L. Naismith occupied the chair.

BRITISH COLUMBIA.



VICTORIA.—The Canadian Bank of Commerce is to double the building accommodation of its head branch here at Fort and Government Streets. The present building will not be torn down but modernised, enlarged, and reconstructed.

—The first aerial mail left here for the United States on October 15. It will connect Seattle with the steamers sailing to China and Japan, a full day being saved.

VANCOUVER.—Stock-breeders of the Philippine Islands are desirous of securing some of the pure-bred Ayrshires of the British Columbia herds, and with this view sent a representative to the Province to attend the annual fair in the hope of being able to purchase some of the prize-winners of the exhibition. He states that breeders on the islands are cleaning out their grade stock to replace it with pure-bred.

—Railway material amounting to 30,000 tons, ordered by the Russian Government and lying here for years, has been ordered to be sold by the British Government.

Immediately after the launching of the *Canadian Highlander* work will be commenced on the construction of the *Canadian Skirmisher*, another 8,100-ton freighter, at the Wallace Shipyards.

—The Canadian Government Merchant Marine will have 12 vessels operating from this port by January, 1921.

A second cable from the mainland to Vancouver Island is to be laid immediately by the British Columbia Telephone Company. The cost will be \$350,000.

PRINCE RUPERT.—Messrs. E. Estlin, oil lands expert, of Toronto, and G. W. Connell, of Victoria, have sailed for Graham Island to examine into and report on oil lands for the Government.

It is announced that the Prince Rupert Dry Dock and Engineering Co. has received orders for the construction of five steel oil tankers.

FERNIE.—Voting on the city by-law to purchase electric power from the British Columbia and Alberta Power Co. here resulted in the ratification of the action of the City Council, by which Fernie will be able to purchase hydro-electric power at the maximum rate of 2 cents per kilowatt-hour, the previous rate to consumers being 15 cents per kilowatt-hour.

PENTICTON.—Despite high costs, building is active here. Permits for building costing \$325,000 have been issued during the first eight months of this year. The Bank of Hamilton is building a new brick and stone building costing \$35,000, and the Bank of Montreal is adding to its present building. The Kettle Valley Railway Hotel, Incola, is to be enlarged next year.

A war memorial to fallen soldiers to be erected here will be in the form of an obelisk, costing \$5,000.

Chief Inspector R. E. L. Clark, of Vancouver, has appointed Mr. Gerald Forester, a returned soldier, as seasonal fruit inspector here.

NELSON.—The West Kootenay Power and Light Co., Ltd., of which Mr. Charles R. Hosmer, of Montreal, is president, has completed the power line extending from Greenwood to Copper Mountain, near Princeton, and the current is turned on. This extension consists of a single 110,000-volt line from Greenwood to Copper Mountain, 108 miles.

SHIPPING ON THE GREAT LAKES: T



GRAIN FREIGHTERS PREPARING TO LEAVE FORT WILLIAM HARBOUR AT THE OPENING OF NAVIGATION.



Photo A LAKE FREIGHTER PASSING THROUGH THE SAULT STE. MARIE CANAL. [G.T.P.]



SHIPBUILDING YARD



LAKE FREIGHTERS THAT CARRY GRAIN EASTWARDS AND IRON ORE OR COAL WESTWARDS.

"Twin" Cities' Desire to Become Ocean Ports. *(See page 159)*



STEAMERS AT THE WHARFS AT PORT ARTHUR



INGWOOD, ONTARIO.



THE CANADA STEAMSHIP LINES' PASSENGER AND FREIGHT
STEAMER "HARMONIC."



THE DOCKS AT SAULT STE. MARIE, SHOWING THE COAL HOIST.

CANADIAN PRESS VIEWS.

Thanksgiving.

"It may be that closer and more intimate sympathies would be evoked if we could arrange to have our Thanksgiving celebration earlier in the season, when the eloquent evidences of the bountiful care of Divine Providence would meet the general eye: but our people, conscious of full barns, happily reacting upon general economic conditions, need no official date to remind them that, the Giver of all good having scattered His blessings with a lavish hand, it is for them to return heartfelt thanks for the favours which have been vouchsafed them. The harvest all over the Dominion has been abundant. In many instances the returns have been so lavish as to render effectual handling impossible. Over this wide Dominion there is 'full and plenty.' While Europe goes hungry, no creature in this vast Commonwealth need be without food."—*Montreal Gazette*.

No Reason for Pessimism.

"During the present period of economic and social unrest many are inclined to wonder anxiously what the outcome will be. Whither is the world heading with its wars and revolutions and strikes and futile communistic experiments? Are we really going forward, or is there before us a period of anarchy and retrogression, a return to the dark ages? We can see no reason for pessimism. The world is in the midst of a period of change, of experimentation, if you will, out of which it will emerge triumphant, with the most pressing difficulties overcome, the knottiest problems solved. Many times in the past the human race has been face to face with troubles apparently no less pressing than those of the present, and always it has found a way to meet them and pass on to new and better things. And to-day we may call to our aid much that our ancestors lacked—invention, advanced science, economic and social investigation."—*Kingston Whig*.

Steam Rollers and the Bonne Entente.

"According to Ottawa news, the Bonne Entente between Ontario and Quebec has been given another boost in the right direction. This time it is not being effected by pilgrimages of business men from one Province to the other, but by the invasion of Ontario by a squadron or fleet or flock or battalion, or whatever you call it, of steam rollers. Quebec has been giving Ontario a bit of a lead in the matter of good roads of recent years, and has amassed a large supply of modern machinery. The citizens of Ottawa, meantime, have been fired by the Quebec example and have decided to have a road or two of their own. To help on in the good work, Quebec has lent a hand in the form of these massive rollers, lent it free of charge and with hearty good wishes. This is the sort of thing that counts. One good roller is worth ten formal dinners, and all the platitudes in the world are light in the balance beside a little practical help."—*Montreal Star*.

Soldier Land Settlement.

"No other country has any record like Canada's in the matter of soldier land settlement. Australia is also the possessor of an unlimited area of unoccupied land, but much of the soldier settlement it has attempted has been on a leasehold basis. In the United States, where little good homestead land remains, the two million "doughboys" have received nothing except their small gratuities. The Ottawa Government has every reason to expect the country to feel much satisfied with the way the soldier land settlement project has been carried through."—*Toronto Mail and Empire*.

Ottawa a Convention City.

"Every encouragement should be given to national and international organisations to make Ottawa their meeting place. It is logically a convention city. Being the seat of Government, it is also to a large extent the centre of art and science in Canada and of various national movements. The city's position in this respect emphasises the relationship between the community and the Government. The country is spending large sums of money in advertising Canada through information offices in New York and through the medium of motion picture films. The good impressions visitors to the Capital form of Ottawa are advertisements for the country as a whole."—*Ottawa Journal*.

Oil in the West.

"The next few years should reveal whether or not we have important commercially-productive oilfields in Western Canada. Never before have such extensive explorations for oil been undertaken in the West, and reports indicate that the work is to be continued next year on an even greater scale. Fortunately, there is nothing of the nature of the unfortunate 'boom' of a few years ago. The promising territory is being explored and surveyed scientifically and thoroughly by responsible corporations, so that subsequent drilling may be as little speculative as possible."—*Mining and Metallurgy Bulletin*.

FERTILE FARMS
IN
SUNNY ONTARIO

Can be purchased Freehold from £15 to £20 per acre

THE newly appointed Agent-General for Ontario was President of the Ontario Agricultural College, Guelph, from 1904 till 1920, and has all his life been intimately associated with Ontario agriculture on the practical side. He will be glad to advise any farmer, farmer's son, or country worker who is considering the question of emigration to Canada or who wishes to buy a farm in Ontario.

There will be great demand for Farm Workers and Domestic Servants in Ontario next Spring. Situations are guaranteed on arrival.

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Dr. G. C. CREELMAN,
Agent-General for Ontario,
163, Strand, London, W.C.2.

(Mark letters "Personal.")

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Chairman:

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2. To establish a Convalescent Home in connection with the Scheme for those whose wounds or sickness necessitate treatment after returning to civil life, and for those who are incapacitated after many years' service with the Colours.

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IN THE PEACE RIVER COUNTRY.

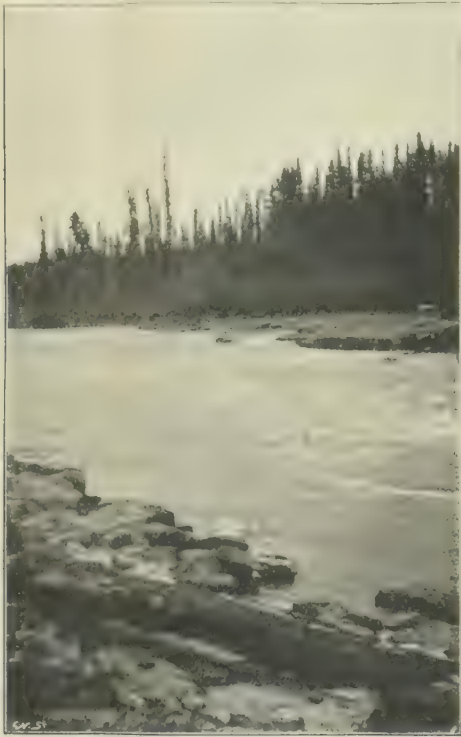
Settlers' Transportation Problems in Northern British Columbia

THE trip of the members of the Vancouver Board of Trade into the Peace River country has given a fresh impetus to interest on the part of the people of British Columbia in that great northern territory.

The party travelled from Vancouver as far as Edmonton on the Canadian National line, and then on to Peace River Crossing, whence they set out on a motor trip of 87 miles.

From the summit of the hill overlooking the historic little town of Dunvegan a delightful view of the valley was obtained (says the representative of the *Vancouver World* who accompanied the party), the great Peace River once more meeting the eye.

Dunvegan itself, it may be stated, is still merely a Hudson's Bay post. Its location is on the north shore of the river about 61 miles above the town of that name, and about 18 miles from Spirit River. The valley is narrow and about 800 feet deep. The southern banks of the river are thickly



A TYPICAL STRETCH OF THE PEACE RIVER.

wooded, but these woods extend only a short distance beyond the top of the bank when they give way to the Spirit River prairie. Unfortunately Dunvegan has been boomed and town-ditched in advance of reasonable necessity.

The farm lands, which represent the real value of the district, lie on high plateaux to the north and south of the river valley. These lands are apparently exceedingly fertile and well-watered, and represent some of the finest wheat-growing sections in the world. North of Dunvegan there is excellent land as far as the Clear Hills, while easterly along the old trail from Peace River, some of the best lands in the Province are seen. The old Hudson's Bay post, a big building which is operated as a supply house, is still there.

The ferry across the big river at Dunvegan consists of a scow which is capable of carrying four automobiles at a time. Huge cables are stretched high in the air across the river and the scow is attached to these. The force of the current when the scow is pushed out into the stream is sufficient to carry the ferry across. Transportation is free except during the night, when a small fare is charged. For about ten miles after crossing the river, the party passed nothing but woods and finally emerged into the Spirit River prairies. Coming into the sweep of the warm Chinook winds, the district surrounding the Spirit River is well adapted to mixed farming and stock raising. The surface of the country here is level or

THEY TRAVELLED WITH AN AUTOMOBILE OF SEVEN SEATS. (2 OF 1)

level, level, level.

The town of the p...
C.P. & B.C. Railway the branch line runs
60 miles to Grande Prairie. Elevators and
facilities provide outlet for farm produce. The little town
presents a very prosperous appearance, the houses being well
built, and the numerous places of business well stocked. The
town boasts a weekly publication, and has also an
Board of Trade. Schools, churches, telegraph and mail
vice are also among its advantages. Much good land is avail-
able, but much of it will require considerable clearing.

Grande Prairie.

After spending two days at Spirit River the party took the train for Grande Prairie. The famous Grande Prairie district is bounded on the south by the Wapiti River and on the east by the Smoky River. A rough and wooded ridge, dividing it from the Spirit River and Pouce Coupe prairies, runs along the north. Westerly it extends to the foothills of the Rockies. Its area exceeds 2,000 square miles of as fine growing land as can be found anywhere in the world. The surface is level or gently rolling, and the soil is deep, rich, black loam on a clay subsoil. The valleys of the river and outer edges of the district are wooded, but the main area is either open prairie or lightly covered with bluffs of poplar and brush.

Grande Prairie has been settled within the last eight years, and practically all the district has been taken up. Settlement, however, continues to pour into the fringes of the district, where the presence of good soil outweighs the disadvantages of bush and small timber which must naturally be cleared away before the land can be broken. In the main, however, the land in this district is practically ready for the plough. For many months settlers have been pouring in along the Beaverlodge and Red Willow rivers, going as far west as 55 miles west of Grande Prairie station.

The town of Grande Prairie is one of the finest in the entire district. It has close on 2,000 inhabitants, and building is continually going on. It contains several elevators and a big flour mill. There are several score of fine stores and several hotels. Five banks, a large two-storey graded school, hospital, churches, creamery and other advantages and enterprises are found in the town. Telegraph and telephone connections with Edmonton and all local points are made. This town also has a weekly newspaper and a well-organised Board of Trade, both of which take a live interest in the affairs of the district. Many flourishing little towns are springing up in the vicinity of Grande Prairie. For instance, Clairmont, six miles north of the town, is a thriving and growing little settlement, and in a well improved section. Sexsmith, about five miles further north, is also destined to become a large settlement.

Patience and Perseverance.

It was while in the Grande Prairie district that the party saw the best part of the country, covering about 30 miles by auto. The trip to the ranch of Mr. L. H. Adair, one of the oldest settlers in the district, was a revelation, showing what can be accomplished by patience and perseverance.

Mr. Adair came into the Peace River country a comparatively poor man, and to-day he owns the famous "Sunset Ranch," the largest in the Peace River district. It comprises 2,200 acres, 1,500 of which are under cultivation, and he has an option on about 1,000 acres in addition.

Mr. Adair, however, informed the members of the party that he could see little use in producing unless transportation facilities were provided. Although he had made no mention of the fact, Mr. Adair undoubtedly had in his mind the idea of going into stock raising instead of cultivating wheat. It is common knowledge that, pending the completion of the projected railway, the rancher can reap much more profit by feeding the products of the soil to stock and taking them out on the hoof.

The party learned with some surprise that the ranchers in the vicinity of Grande Prairie had already taken steps looking toward the providing of transportation facilities. It is proposed to raise among the ranchers the sum of \$1,000,000 with which to start operations. Mr. J. Lowe, a neighbour of Mr. Adair's, addressed the party and stated that he had in his pockets already cheques for \$10,000 as a start.

Mr. Lowe is one of the real old-timers of the district. He came from Scotland to Minnesota about 38 years ago, and drifted into the Peace River country. He has worked hard and by dint of faithful effort has acquired a large ranch which is exceptionally valuable.

The trip back to Grande Prairie was made by

northerly route, and again the party saw thousands upon thousands of acres of land under cultivation.

Everywhere the party went, the crying need for railway facilities was impressed on them. They heard the views of scores of local men, always keeping in view the extent to which British Columbia is interested—in short, the fact that millions of dollars have been expended on the Pacific Great Eastern, which railroad, they realise, must be completed either by the people of the Province or by a sale to a private corporation.

Lack of unity in connection with the route which will open up the country is naturally to be expected among the various settlements. For instance, the Grande Prairie settlers advocate the building of a branch line from Jasper by the C.N.R.,

distance of approximately 160 miles. This would serve as a temporary route to the coast, but it will not open up the vast areas to the north. Again, the Peace River Crossing people urge the completion of the P.G.E. from Prince George, through



DIFFICULTIES OF THE WAY.

the Pine Pass or Peace Pass, through the Hudson Hope mineral area, and to the north and along the Peace River.

C.P.R. AND PEACE RIVER COUNTRY.

H.M. Trade Commissioner at Winnipeg writes (says the *Board of Trade Journal*):—

"The Canadian Pacific Railway Co. have taken over the Edmonton-Dunvegan and British Columbia Railway, which runs north-west from Edmonton, Alberta, into the Peace River district, for a period of five years on lease, and will commence operating same immediately.

"The chief interest in this item of news is that the Canadian Pacific Railway Co. in the year 1907 decided, upon a report made by one of their officials, not to enter the Peace River country, and this same official three or four years ago confirmed his previous report. It would therefore seem that something of interest must have attracted the Canadian Pacific Railway's attention to the north country, which has induced them to change their policy, and which will undoubtedly mean the efficiency of service that is the mark of the Canadian Pacific Railway being carried into the Peace River country. This will mean much to the welfare of the large number of settlers and to the development of that part of the Dominion.

"Construction of 50 miles of the railway projected by the Canadian National Railways to serve the district north-westwards from Prince Albert, Saskatchewan, has been authorised by the Government, and a contract has been let for the grading, which has already commenced."

—* *—

Mr. James K. Hackett, who is producing "Macbeth" at the Aldwych Theatre, London, and is himself playing the title rôle, was born in Canada while his parents, who were American citizens, were touring with a theatrical company.

The C.P.O.S. *Empress of France*, which is now on the Liverpool-Canada service, during the Great War was flagship of the patrol between the Shetlands and Iceland, and intercepted 15,000 ships, and escorted convoys numbering from 11 to 22 ships to and from America on many occasions. While in war commission she steamed 206,710 knots, and consumed 170,570 tons of coal. She was armed with eight 6-inch guns and two 12-pounder anti-aircraft guns.

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CANADA AND THE IMPERIAL PRESSMEN.

Lord Burnham Reviews the Conference and the Tour in Canada.

VISCOUNT BURNHAM, the chairman of the second Imperial Press Conference, held in Canada this summer, reviewed its outstanding features at a luncheon given by the British Empire Press Union at Prince's Restaurant, London, on Tuesday, in honour of Lady Burnham and himself.

Viscount Northcliffe, who presided, referred to Lord Burnham's speeches during the tour, and said he was able to speak to the French-Canadians in French, a great advantage in Canada. Lord Northcliffe continued: "He said such wise things; his lady made so graceful an impression, that among the many enthusiastic reports of his mission in Canada I have received telegrams, among which was the suggestion that as I am accustomed to the arts of propaganda it should be put forth that this couple should succeed the Duke and Duchess of Devonshire and put forth very seriously in Canada by Canadians. Well, in that I saw a double advantage. First, I saw the elimination of a hot competitor (laughter) and I was tremendously enthusiastic about it. (Renewed laughter.) Secondly, I saw the arrival in Canada of a very tactful statesman, with a wise and beautiful lady. Those self-governing and very independent Dominions want extremely tactful men of great Parliamentary knowledge. So, very drolly, I got one of my young ambassadors to see Lord Burnham, but there was nothing doing, and I was very disappointed. I am sure those Canadians who asked for Lord and Lady Burnham would have been very satisfied if 'the goods had been delivered.'"

On the Gargantuan Scale.

Lord Burnham said they deeply appreciated the importance Lord Northcliffe had attached to their Pressmen's Parliament. They much missed his company, and not more they than their colleagues of the other Dominions. He had an able and popular representative in Sir Campbell Stuart, who had a warm welcome back to his own home; and they all in common congratulated him upon the announcement made that day, that he now attained the greatest influence, except that of the chairman, in what they all acknowledged to be the first paper in the world.

Continuing, Lord Burnham said: "It is impossible for me here and now to cover our grand tour, or even to narrate the proceedings of our conference. Alexander Hamilton told the United States to 'think continentally.' The task is too continental for an after-luncheon speech, but the prevailing impression in our minds is a sense of great things—great things done, yet greater things to do—of great spaces and yet a greater spirit prevailing over them. At our starting point in Canada I prophesied that we should soon suffer from 'anemia of superlatives.' I was not far wrong, and in the Canadian variety of the English language they must coin some new word to avoid the use of the unsavoury epithet 'colossal.' Everything in Canada is on the gargantuan scale, and it is no easy thing for the people of Canada to live up to the immensity of their natural resources. I believe they are equal to the grandeur of their destiny. Happily for them, they look to the future with supreme self-confidence. They live—we felt it deeply, each one of us, and it did much to help us to make this tour a great tonic and a great recuperative—they live in far detachment from the despondency of this sick Old World. They have their difficulties, and pretty considerable they are, especially in the fiscal zone, but they have no doubts and they have no fears. They are certain that the future is on their side, and they 'keep smiling' all the time. The man who is down on his luck to-day is fully convinced that the wheel of fortune will take another turn, and that he will 'pop up again' (to use Lady Dorothy Nevill's expression) to-morrow. I suppose there is an under dog, but he won't realise that he is, and he always sees himself top dog in a paradise of grain crops and water-power.

A Better Sense of Proportion.

"All this gives us a better sense of proportion and perspective. We saw things clearer in the Western air than in the murky atmosphere of Europe, and things that bulk very largely here do not seem so big or look so black now that we are home again. Our old coalfields do not seem so important when one realises that one Province of Canada has a fifth or a sixth of the coal resources of the whole world. If everything is on this great scale, you can conceive nothing greater than the scale of Canadian hospitality. It was exactly in the same measure from 'shore to shore'—heartily, spontaneous, and universal. Never shall we forget the warmth of our welcome from all alike. The Government of the Dominion, the Governments of the nine Provinces, the Mayors and Councils of all the cities, and above all, the commonality of the country, vied with each other in their kindness and their hospitality. Even where the land was dry and thirsty we never lacked ice water; and by some scientific miracle that water was often turned into

wine and even into smacking tongue (Laughter.)

The Garland of Friendship.

We felt the shade of our regret that the original scheme was to throw the garland of friendship over that vast body of the nation of the British Empire for whose welfare and for whom in a sense we speak. When all was on the same level of grace and goodness, it is idle if not unnecessary to distinguish or discriminate; but I should like to note the fact that in the old Canada of *Quintessence* had the same kindly touch of Canadian friendship in the grand style of the French Canadian. Everywhere alike we recovered the freedom of the great Dominion; it seemed to us like a flood tide of fellow citizenship in a world of which we are all equally proud.

"To our colleagues of the Canadian Press we owe an especial debt of gratitude. Fraternity may have a hollow sound in the light of human experience, but in our case, in the case of our profession it was a fraternity that had the realising about it. Half the pleasure of our tour was to be in constant comradeship with our colleagues, and we rejoice to learn in what esteem and regard the journalists of Canada are held by all classes of the community. Especially to Lord Atholstan, the presiding genius of our reception, are due the thanks of us all. He was the kindest of hosts, and his banquet at Montreal, which was attended by all the leading publishers in the United States. I use the word in the American sense, was a triumphant success."

Mutual Service.

As to the Press Conference itself, Lord Burnham said it treated of Press questions on the highest plane of common and mutual service, one to another and all to the whole. If, as they believed, the future of the British Empire depended upon the strength and communion of the British spirit and not much upon statutory definitions and declarations, then they did work at the second Imperial Press Conference which he hoped and believed would have an influence and a value which would count for much in the time of organic change through which we were passing now. It would have been difficult to find a more representative body than the delegation of which he was chairman, and of all of them he might say that they worked together in the spirit of common loyalty and affection to make the mission an entire success. They not only never had a dispute, but they never had a disagreement.

In concluding, Lord Burnham read letters from the Rt. Hon. Arthur Meighen (Prime Minister of Canada) and Mr. E. W. Beatty (President of the Canadian Pacific Railway), expressing pleasure at the holding of the Conference in Canada.

Mr. Robert Donald proposed the health of Lady Burnham, and presented her with a miniature water-colour portrait of her husband.

Lord Riddell proposed the health of the chairman, who, after replying, presented Mr. F. Crosbie Roles, hon. secretary of the Empire Press Union, with a gold cigarette case from his colleagues at the Conference.

Lord Atholstan sent the following marconigram:—"May we join you to-day in honouring Lord and Lady Burnham, to whose able leadership, indefatigable devotion, and unflinching tact the success of the Imperial Press Conference and tour was mainly due?"

—* * *

THE "CANADIAN EXPORT PIONEER."

Special articles in the current number of the *Canadian Export Pioneer* deal with the Canadian Government Merchant Marine, "Canada's Industrial Progress," and "Developing Canadian Export Trade."

"Policy in Export Advertising" is discussed editorially, as are also many other current topics.

There is a wealth of useful information in the usual features—"The Buyer's Point of View," "Business Introductions," "Business Inquiries," "Export Trade Opportunities," "Made in Canada," and "Export Shipping Items."

The *Export Pioneer* is published by the Canada Newspaper Co., Ltd., 113, Kingsway, London, W.C.2 (15s. + 82.50 per annum, post free).

—* * *

A second reading was given by 205 to 30 to the British Empire Exhibition (Guarantee) Bill at Westminster on Monday. The Bill provides for a guarantee by the British Government of £100,000, subject to private guarantees being obtained amounting to £500,000. The exhibition will be held in 1923 and is intended to be thoroughly representative of British Imperial trade.

SEAL HUNTING BY AIRSHIP.

Newfoundland's Four "Blimps" Leave for St. John's.

The four non-rigid airships presented to the Newfoundland Government by the Air Ministry (as already announced in *Canada*) left the Thames last week on the steamer *Alceda*, en route for Newfoundland. They are to be used early next spring in a first attempt, by means of aerial observation and wireless telegraphy, to direct the course of the steamers which set out each year from St. John's in search of the seal herds which come drifting down on the ice from the far north.

The expedition, which has been organized and is being taken out by Mr. Frank J. Tippen, consulting airship engineer and constructor to the Newfoundland Government, and a well-known expert in the Mother Country on the design of large commercial airships, is a very complete one (says the aeronautical correspondent of the *Times*). Three of the four airships are of the "S.S." or sea-scouting type which, known familiarly as "Blimps," and driven by a single "Hawk" Rolls-Royce motor, did such valuable reconnaissance work in the war over the North and Irish Seas. The fourth is a larger ship of the same type, driven by a couple of Rolls-Royce motors.

These four ships, with all necessary equipment and ample spares, have been presented to the Newfoundland Government by the Air Ministry as the nucleus of a regular Government air patrol service in Newfoundland, and after the experiment in seal-hunting they will be used as a matter of routine in survey work and forest patrol. The experience thus gained by the Newfoundland authorities will be of the utmost value, and will, it is hoped, lead to the institution of other airship patrol services in different parts of the world.

Airship Pilots and Wireless Experts.

Mr. Tippen's party includes two airship pilots, of whom the chief is Capt. Williams, an officer who distinguished himself during the war in airship patrol over the Irish Sea. In addition there is a wireless expert, while the party also includes the necessary engineers and riggers. The airship station in Newfoundland will be established at Botwood, on the Exploits River. Here a permanent hangar will be erected, with a hydrogen-producing plant, and the base will also comprise a wireless station and meteorological department.

Probably two of the airships will be employed in the first seal locating test, which will be made early next year. They will fly out over the North Atlantic, and keep in touch during their observations by means of the wireless apparatus they will carry with the fleet of sealing steamers, which puts out to sea each season from its base at St. John's with the intention of intercepting the vast herds of young seals congregated on the moving ice.

It is the young seals, with their oil-bearing fat and skins, which are so valuable. But the locating of the herds is always more or less a race against time. Immediately after the breeding season the seals come drifting down on the ice in their thousands, and their position must be located accurately and the catch made all within the period of a week or two.

Hitherto, in laying out a course likely to bring the steamers to the correct spot at the right time, the sealing fleet has relied mainly on the special knowledge and skill of certain skippers who study charts and drifts, and make the most of such information as comes to hand. But there is no certainty in such a method, and calculations go wrong sometimes, and the fleet to a large extent draws blank. Next spring, however, it is believed that the airship patrol, preceding the fleet and scouting over an immense area of water, should convert what has hitherto been a "gamble" into a practical certainty.

THE ENGLISH-SPEAKING UNION.

It was reported, at the second annual general meeting of the English-Speaking Union last week, that the total membership of the Union throughout the world last week was 4,675, or nearly three times that at the corresponding time last year. Mr. Evelyn Wrench, Hon. Secretary, presenting the report, said that wherever he went in the United States he had found growing interest in the aims and objects of the society, and, as a result of his visit, more intimate relations had been established between the British and American Committees. Lord Reading said the Union afforded a point of contact without which the position of visiting Americans might be found a little difficult.

The R.M.S.P. *Aruguay*, which has now resumed her place in the South American mail service, steamed 129,000 miles as a hospital ship during the war. She made 19 voyages to North America, carrying 15,000 Canadian patients.

To find the most suitable means of destroying locusts and grasshoppers in affected agricultural countries is the mission of Mr. T. K. Doherty, who arrived at Liverpool from Canada last week by the C.P.O.S. liner *Minerda*. Mr. Doherty is the delegate chosen to represent Canada at the General Assembly of the International Agricultural Institute in Rome, which is now meeting for the first time since 1913.

TRIBUTES TO SIR WILFRID LAURIER.

At the unveiling of the first monument to Sir Wilfrid Laurier, at Ibberville, P.Q. (see page 182), some notable tributes were paid to the memory of the great Canadian statesman.

Mr. Joseph Demers, M.P. for St. Jean-Ibberville, spoke of Sir Wilfrid as "the greatest figure in the public life of Canada during the last fifty years. He is," he continued, "the ideal of this generation and will be that of generations to come. Sir Wilfrid will always remain for us the disciple of national effort, strengthened by national peace and accord."

Sir Lomer Gouin spoke of his old chief's fame abroad and of the example the illustrious life would be for the youth of Canada. He insisted on the application of Laurier's principle of racial and religious harmony, of justice for majority and minority alike. "Laurier's fame spread all over the world," said Sir Lomer. "Because of his sterling qualities, his political genius, and his fine conception of justice and fairplay, he rose high among the statesmen of the world, reflecting his glory on his native land. Laurier's name abroad was synonymous for Canada."

The Hon. Rodolphe Lemieux declared that "Sir Wilfrid was the ambassador of Canada's reputation at home and abroad." Referring to his political principles, he exhorted his compatriots to follow his example of tolerance and goodwill. "Show the world that the French-Canadian race, like the Scotch, prefers to love rather than to hate."

— * —

RAILWAY EMPLOYEES AND POLITICS.

A serious quarrel is developing between the Federation of Railway Employees and the Canadian National Railways, according to the Toronto correspondent of the *Times*.

An order which has been enforced for many years on the Intercolonial Railway through the Atlantic Provinces has now been extended to the whole National Railway system. This prevents the employees from accepting political nominations or sitting in Parliament.

Mr. Palmer, the Labour member for Dauphin in the Manitoba Legislature, has been notified that he must either resign from the service or resign his seat in the Legislature.

Mr. D. B. Hanna, the President of the Government railway system, says: "We have no desire to interfere with the man's right of citizenship. He can vote for any party or candidate, but when he takes party nomination he is injecting the system into politics and must leave it."

The leaders of the railway unions are threatening a strike if the order is not rescinded, and they are supported in this position by Mr. Moore, the President of the Dominion Trades and Labour Congress.

— * —

The Canadian Council of Agriculture, representing all the farmers' organizations, is petitioning the Government to reappoint the Wheat Board, on the ground that its discontinuance is responsible for the undue depression of prices.

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GOLD COAST CONSTRUCTION WORK.

After several months in England and Scotland, Major General J. W. Stewart, C.B., has returned to Vancouver. His visit to the Old Country at this time, he explained to a Vancouver correspondent, was in connection with the request of the Colonial Office that his firm should tender on large construction works on the Gold Coast of Africa. No contract has as yet been let, but General Stewart's firm has had a party of engineers in the country estimating on the various sections of the work. The Hon. Angus McDonnell has been at the head of that party.

With the appointment recently of General Guggisberg, a Canadian, as Governor and Commander-in-Chief of the Gold Coast, big schemes for development have been taken in hand. It is planned to build a railway to the north, extending into Togoland, formerly German territory, in addition to the outlay of \$30,000,000 on a dock at Sekondi, the chief port of the territory.

Should General Stewart's firm secure this contract (says the correspondent), it is probable that the personnel required, as well as the modern equipment, would be taken from Canada. While the Gold Coast is only five degrees north of the equator, and the climate is hot, General Stewart says that of his party of 25 who have been there some considerable time, only one man has been evacuated on account of sickness.

GERMAN PAPER FOR U.S.A.

Canadian paper mills have a new competitor in the United States newspaper market, says a New York correspondent. It is reported that contracts with German manufacturers for some 70,000 tons of paper have been made by United States publishers. This is for delivery in the future running well into 1921. The first shipment of this paper is said to have already been received by a New York daily.

The report of the arrival of German paper follows closely upon the announcement that a number of Canadian producers have notified customers in the United States that in 1921 approximately 70,000 tons of newsprint from the mills in the Dominion would be diverted to British overseas possessions. Should the 70,000 tons of German paper develop as being actually available for the needs of the United States publishers, it will just balance the loss from the Dominion.

CANADA'S SUGAR REFINERIES.

Six sugar refining companies operate eight plants in Canada, the Dominion Sugar Co., Ltd., having separate establishments at Chatham, Wallaceburg, and Kitchener. The Chatham plant of this company, erected in 1918, alone stands for an investment of three million dollars odd. The stocks of this company (says the Toronto Telegram), as well as those of the British Columbia Sugar Refining Co., Vancouver, and the Canada Sugar Refining Co., Ltd., and St. Lawrence Sugar Refining Co., Ltd., both of Montreal, are privately held, not listed on the money market. The Acadia Sugar Refining Co. and the Atlantic Sugar Refineries, Ltd., whose securities are on 'change, are capitalised respectively at £500,000 and \$6,500,000.

Lake Superior Corporation.—The interest coupons of the First Mortgage Collateral Trust 5 per Cent. Gold Bonds, maturing December 1, may be presented on and after November 15, between the hours of 10 and 2 o'clock (Saturdays excepted), for payment at the rate of 4.86½, at the Bank of Montreal, 47, Threadneedle Street, London, E.C.2., or its branches in Montreal or New York.

American Cyanamid.—Messrs. Spurling & Co. are advised that during August all plants of the American Cyanamid Co. were on the basis of full capacity. The net value of the shipments totalled \$1,028,327. Sales represent a value of approximately \$124,000. The company has in hand, as of August 31, 1920, contracts for delivery prior to June 30, 1921, of a sales value of approximately \$5,235,000.

CANADIAN CUSTOMS REGULATIONS.

In reply to a deputation, representing the Canadian Association of British Manufacturers, Mr. Farrow, the Deputy Minister of Customs, fully explained the affecting imports from other countries (says the Toronto correspondent of the Times).

He said all invoices must be in the currency of the country from which the goods were imported or in which the goods were actually purchased. In computing the value for duty the rate would be based on the actual value of the currency of other countries as compared with the standard dollar of Canada. The Customs Department would allow a refund to British exporters for the amounts of duty overpaid since July 22 if the amended invoices were forwarded to Ottawa, showing the fair market value in British currency at the time the goods were exported.

GRAND TRUNK INSPECTION.

The members of the Board of Arbitration have concluded an extensive tour in connection with the Grand Trunk arbitration proceedings.

From Montreal they proceeded to Toronto, Niagara Falls, and Port Erie, thence to Stratford, Sarnia, and Port Huron, and then on to Detroit, Grand Haven, Mich., and Chicago. Arriving at Winnipeg, the party made a trip over the Grand Trunk Pacific Railway to Regina, Saskatoon, Edmonton, and Prince Rupert. From Prince Rupert the party proceeded to Vancouver, Victoria, and Seattle. On the return trip, inspection was made of the grain handling facilities of the Grand Trunk Pacific at Port Arthur and Fort William.

It is expected that the arbitrators will proceed over the Grand Trunk lines to Portland, Maine.

Canadian trade returns for September showed imports amounting to \$115,518,000, and total exports valued at \$96,403,000. Imports from the United Kingdom during the month amounted to \$19,627,000, and total exports thereto \$26,380,000.

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BRITISH LITERATURE.

In order to keep our readers in Canada informed as to the trend of thought in the leading British periodicals, the chief features in the current issues are dealt with each month in this column.

The November *Lancet* is an excellent magazine. A feature of very special interest is "Queen Alexandra's House of Memory," by W. T. Marsden, which contains many intimate stories, never before published, of the family life at Marlborough House, and several most interesting photographs. The fiction includes an exciting adventure of "Pete at the Wheel," in "his own country," by Dudley Starbuck; "Rose Room," and a nature story, "Despots of the Dusk," by H. Montmore Batten, which will appeal to all animal lovers. A result of that wonderful drama, "The Garden of Allah," is given, and there are articles on such divergent subjects as women's dress, and Scotland Yard's methods of tracking criminals, so that all tastes would find something to please them.

"Pearson's."

From the first *Luce* to the last, this number is full of interest. The place of honour is given to "A Hostage of Misfortune," an excellent story with a dramatic ending, by Percival Gibbon; H. Hesketh Prichard contributes another "Don Q." adventure; and "The Honourable of the Earth," by Don Byrne, is a tragic story of a master of labour who considered his duty to be "to mete out justice according to the power that has been given; to care for the weak; to work; to know the country; and to serve all mankind." Business women should read the article by a large employer of labour, who gives his opinions (with which many will disagree) as to the best type of women to employ; and, incidentally, a woman's idea of her right place in business.

"Royal."

The November *Royal* will not want for readers. There are several very good stories, notably "Code Number Four," by William le Queux; and "Lone Patrol Sangar," an exciting tale of the Canadian North, by G. B. Lancaster. Miss Elvira Henderson, the sixteen-year-old actress, contributes some "Confessions"; the work of the "Movie Magician," (the film-cutter) is described by M. Owston-Booth; Michael Annesley gives his opinion as to what a man likes his wife to be; and Edward Cecil champions the right of the young to be listened to and considered.

"Strand."

"Mr. Cray's Adventures," a new series by E. Phillips Oppenheim, starts in the November *Strand* with "The Donver Case," and promises excellent entertainment. An interview with Mr. Gerald du Maurier, by Gladys Beattie Crozier, contains some delightful reminiscences; "Chase Wax" writes on "Law and Laughter," showing the oddities of the law, and some pitfalls which may trap the unwary; and A. Conan Doyle concludes his articles on spiritualism with "The Absolute Proof." No one will be pessimistic about our national musical capacity after reading Ernest Newman's appreciative criticisms of five of our most famous conductors. Stories are contributed by Mrs. Henry Dudeney, E. F. Benson, Arthur Crabb, Royal Brown, P. G. Wodehouse, and G. Leslie Crump, and the number is altogether worthy of its predecessors.

British Canadian Trust.—The report for the year ended August 31 states that after paying interest and expenses on borrowed money, expenses of investment and management and income-tax, the balance at the credit of revenue account, including £5,015 brought forward, is £18,711. The directors recommend a final dividend on the ordinary shares at 9 per cent. per annum, less tax (making 7 per cent. for the year), transferring to reserve fund £5,000, leaving to be carried forward £5,648, subject to corporation profits tax and directors' and auditors' fees.

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CANADIAN SECURITIES.

Prices of Canadian Securities active in London during the week previous to going to press.

Government.

Alberta.—4½ p.c. Reg., 1943, 70½; 4 p.c., 1922, 116½.
Canada.—3 p.c. Reg., 1938, 64½; 3½ p.c. Reg., 1930-50, 62; 4 p.c. Reg. Stock, 71½; 4½ p.c. 1920-25, 90½.
Manitoba, 5 p.c., 1888, 93½
Newfoundland, 4 p.c., 1935, 77 9-16; 3½ p.c. Ins. 1910, 62.
Quebec, 4 p.c., 1888, 80½
Saskatchewan, 5½ p.c., 1924-34, 110.

Municipal.

Calgary.—4½ p.c., 1930-42, 96½; 4½ p.c., 1928-37, 83; 5 p.c., 1933-44, 83½.
Edmonton.—5 p.c., 1927-48, 88; 4½ p.c., 1930-51, 73; 5 p.c., 1923-33, 89½; 5 p.c., 1923-53, 109; 5 p.c., 1953, 76½.
Fort William.—4½ p.c., 1925-41, 78½.
Medicine Hat.—5 p.c., 1934-54, 81.
Montreal.—3 p.c. Perm., 47½; 4 p.c., 1948-59, 62½; 4½ p.c. Reg. Stock, 1951-3, 69½.
North Battleford.—5½ p.c., 1943-53, 63.
North Vancouver.—4½ p.c., 1931, 90; 4½ p.c., 1932-61, 67½.
Point Grey.—5 p.c., 1953-62, 81.
Quebec.—4 p.c., 1923, 89; 4 p.c., 1958, 64; 4½ p.c., 1963, 80.
Regina.—4½ p.c., 1925-52, 73; 5 p.c., 1943-63, 74.
Saskatoon.—4½ p.c., 1941-61, 65½; 5 p.c., 1941-61, 71½.
South Vancouver.—5 p.c., 1962, 64½.
Toronto.—3½ p.c., 1929, 76½; 4 p.c., 1936-72; 4 p.c., 1944-8, 67½; 4½ p.c., 1948, 71½.
Vancouver and District Joint Sewage.—4½ p.c., 68½; 4 p.c., 1926-47, 58; 4 p.c., 1947-9, 58½; 4 p.c., 1950-12, 58½; 4½ p.c. Local, 97½.
Victoria (B.C.).—4 p.c., 1920-60, 58½; 4 p.c., 1962, 62.
Winnipeg.—4 p.c., 1921-36, 70½; 4 p.c.,

1940, 78½; 4 p.c., 1940-60, 68½; 4½ p.c., 1943-63, 78½.

Railways.

Alberta & Gt. Waterway.—5 p.c., 70.
Algoma Cent. Terms.—5 p.c., 27.
Atlantic & N. West.—5 p.c., 80.
Atlantic & St. Lawrence.—6 p.c., 85½.
Can. Northern.—Alta, 3½ p.c., 61½; Ont., 3½ p.c., 1938, 61; Ont., 4 p.c. Perp., 48½; Pac. 4 p.c., 1950, 67½; Que. 4 p.c. Perp., 48½; 1 p.c., 1938, 94; 4 p.c. Perp., 51; 3 p.c., 51½; 4 p.c., 1930, 101½; 4 p.c. Sask., 51; 3½ p.c., 1958, 61; 4 p.c., 1934, 85½; 5 p.c. Inc. Charge, 35; 4 p.c. Man., 1930, 95; 5 p.c. Land, 1923, 91½; 5 p.c. Notes "C", Apr., 1922, 95½; Western, 4½ p.c., 1942, 80½.
Can. Pacific.—176; Land, Reg., 177; 4 p.c. Non. Cum. Pref., 59½; 4 p.c. Perp., 64½; Algoma 5 p.c., 78½; Spe. Inv. 6 p.c., 135½.
Dom. Atlantic.—4 p.c. 2nd Deb., 62½.
Duluth Winnipeg.—4 p.c., 1939, 60½.
Grand Trunk Junct.—Western 5 p.c., 1934, 77.
Grand Trunk Pacific.—Branch 4 p.c., 89; 5 p.c., 1900-06, 1 p.c., 1955 A. G. R. 67.
Lake Superior 1 p.c., 62½; 4 p.c. Deb., 46.
Grand Trunk.—97/6; 4 p.c. Gunr., 57½; 5 p.c. 1st Pref., 41½; 5 p.c. 2nd Pref., 30; 4 p.c. 3rd Pref., 11 15-16; Borrd. Cap. Perp. 5 p.c., 73½; Perp. 4 p.c., 59½; Gt. West. Borrd. Cap. 5 p.c., 71½; 6 p.c. 3-yr. Notes, Jan., 1921, 98½; 6 p.c. 3-yr. Notes, Oct., 97½; Western Dollar Bds., 91½.
Great Northern.—4 p.c., 1934, 84.
Manitoba & S.W.—5 p.c., 1934, 118.
New Brunswick.—5 p.c., 1934, 81.
Ontario & Quebec.—5 p.c. Perm., 77½.
Pac. Gt. Eastern.—4½ p.c., 1942, 83½.
Financial, Land and Investment.
Anglo-Newfoundland.—8 p.c. Mort. Deb., 104; 250 pd., 56.

Bank of Montreal.—Land Reg., 44.
Can. Bk. of Commerce.—41.
Can. N.W. Land.—36.
Can. Land & Irrigation.—3-9.
Can. Northern Prairie Lands.—29/-.
Hudson's Bay.—6 9-16; 5 p.c. Pref., 76, 73.
San Antonio Land.—6 p.c., 23½
Trust & Loan of Can.—12/-.
56½.

Electric Power and Traction.

Brazil Traction.—43½; 6 p.c. Pref., 80½.
B.C. Elect.—Def. Ord., 56½; Pref. Ord.
Cedars Rapids.—5 p.c. Bds., 112½.
Elect. Dev. of Ont.—5 p.c., 113½.
Kamistiquia.—5 p.c. Bds., 94½.
Montreal L.H. & Power.—Con. Shrs., 97½.
Montreal St.—1922, Nov. 1—4,600, 108½.
Montreal Water.—4½ p.c. Gld. Bds., 74.
Shawinigan.—5 p.c. Bds., 126½; 5½ p. S.F.G. Bds., 121.
Toronto Suburban.—4½ p.c., 44½.
Quebec R. L. H. & Power Com.—28½.

Iron, Coal and Steel.

Algoma Steel.—5 p.c., 50½.
Can. Steel Foundries.—6 p.c., 85.
Can. Vickers.—6 p.c., 91½.
Dom. Iron & Steel.—5 p.c. Bds., 1929, 33.
Dom. Steel.—66½; 6 p.c. Pref., 76½.
Lake Superior.—5 p.c. G. Bds., 77½.

Mines.

Mond Nickel.—Ord., 43 9; 7 p.c. Non. Cum. Pref., 16/9; 5 p.c. Debs., 81½.
Mining Corp. of Can.—7/5½.

Miscellaneous.

Asbestos Corp. of Can.—109½; Pref., 117½; 5 p.c. S.F.G. Bds., 97.
Bells Ltd. Asbestos.—28/-.
Brit. Controlled Oilfields.—Com., 13/9; 7 p.c. Conv. Pref., 15/-.
B.C. Breweries.—6 p.c. G.B., 89½; Ord., 36/6.
Can. Car. 6 p.c. Mort. Bds., 103.
Can. Cement.—7 p.c. Cum. Pref., 111½; 6 p.c. Bds., 115½.

(Continued on page 180.)

Investors desiring Information on Canadian Investments.

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DIMINUTION OF SHIPBUILDING ORDERS.

Sir F. Orr-Lewis Advocates Subsidies

The *Canadian Commander*, the eleventh merchant vessel built by the Canadian Vickers, Ltd., for the Canadian Government Merchant Marine, was successfully launched at Montreal last Saturday by the wife of the Minister of Marine. The new steamer is 413 ft. in length, with a deadweight tonnage of 8,300.

Sir Frederick Orr-Lewis, Bt. president of the company, said the position of Canadian shipbuilding had become such, owing to the reduction of orders, that the industry was in a drooping condition. The company, which two years ago had 3,500 employees, had now 2,200, due to the steady diminution in orders. The lack of orders from Britain was due to the depreciation of British money, and he did not expect further British orders while the pound could buy so little in Canada. Sir Frederick emphatically declared that the shipbuilding industry of Canada must have a Government subsidy to continue.

The Hon. C. C. Ballantyne, Minister of Marine, in reply, said the Government was fully cognisant of the importance of the Canadian shipbuilding industry, in which \$47,000,000 had been invested and 50,000 men employed. He agreed that the present plan of the Government for furnishing credits was insufficient for the future of the industry, and a subsidy was a better plan, although he was unable to commit the Government to such a course. The Minister stated (adds the Montreal correspondent of the *Daily Telegraph*) that next season the Government Merchant Marine would have 63 ocean vessels.

* * *
ENQUIRIES ABOUT CANADA.

Services of C.P.R. Bureau of Information.

In view of the many enquiries received regarding Canada, the Department of Colonisation and Development of the Canadian Pacific Railway last year opened a Bureau of Information at its head office in Canada, with branch bureaux in the United States and England. The Bureau, with its libraries, is at the service of all enquirers on such a wide variety of subjects as Canadian history, geography, geology, agriculture, forests, water powers, fisheries, furs, games, sport, commerce, manufacture and industry, transportation, banking, employment, education, business openings, vacant farms, etc.

That the Bureau of Information and the service it offers are valued and taken advantage of in the United States and England, as well as on the European Continent, is apparent from the number and variety of enquiries which have been dealt with since its inauguration less than a year ago.

A Variety of Enquiries.

Many farmers, learning of cheap land in Canada and high yields, and seeing the advisability of selling their present high-priced lands and securing farms of lower value and bigger output, have wanted information on suitable areas, prices, terms of payment, etc. Business men wanted to know of the advantages of commencing new industries in Canada, or extending their trade by opening new branches. When they had this knowledge, they returned for information on suitability of location, inducements held out, location of minerals, transportation, markets, and tariff. The burning question of pulpwood has brought its enquirers, who desired to learn of available areas and laws governing shipment, whilst many are interested in Canada's forests in general, her resources, colonisation methods, and policies in regard to them.

One man, doubtful of certain facts of Canadian government, was set right; another wanted the wildest kind of woodland holiday, with plenty of shooting and fishing; hosts of enquirers were informed where openings for their trades or professions exist in the various Provinces. Locations for the opening of every conceivable kind of business have been asked for and supplied through the Industrial Branch. One business man desired a list of Canadian exporters of foreign fruit; another wished to get into touch with Alberta anthracite operators, with a view to importing coal to the United States; still another wished to enter into the industry of treating flax straw for fibre.

How to travel through Canada in an automobile brought one man to the Bureau; a Nebraska miner enquired what gold prospects were on the Peace River; one enquiry regarded the operation of civic cemeteries; two young school teachers were advised how they could spend their summer holidays in the West and make expenses by fruit picking in British Columbia; a blind couple were happily placed on a farm in Manitoba, etc.

In all this wide range of enquiry, the fullest information obtainable through personal experience and research was submitted to the enquirer, with the invitation to come again if not satisfied.

* * *
"Anybody can be an 'Irish Republican,' but it takes a real stout-hearted, fearless man to be a member of the Royal Irish Constabulary." *Montreal Gazette*.

INVESTMENT NOTES.

We note with interest that since the expression by Mr. A. J. Mitchell of his opinion that the Canadian Northern Railway 5 per cent. Income Debentures would be repaid when they mature, viz., on May 6, 1930, the market quotation for these debentures has improved several points from the very low price to which they had gradually sunk. Mr. Mitchell's opinion, though expressed as his personal and not official view, naturally carries the more weight on account of his being vice-president of the Canadian National Railway, and its effect, which we note above, only emphasises the desire which we have several times expressed that the Canadian Government would authorise some official declaration of policy in regard to these and others of the funded liabilities of the railway companies which have been taken over and included in the National system. As a matter of fact, as *Canada* has more than once pointed out, the repayment of these C.N.R. debentures at par at the date mentioned seems to be a definite pledge which could only be avoided by the bankruptcy of the company. The stock, which ranks after the 4 per cent. perpetual consolidated debenture stock, is secured by a general charge on properties of the company subject to prior charges. If not repaid, therefore, the holders would seem to possess the right of foreclosure and, even putting the matter on the lowest grounds, it does not seem likely that the Canadian Government, whose actual investment in the railway must now exceed \$100,000,000, would allow its interest as proprietor of the ordinary shares, to be imperilled for the sake of about \$25,000,000, the amount of the Income Debentures outstanding. It is to be remembered also that in 1930 the railway system should be enormously more valuable than it is to-day. Still, reason as one may, the market quotation which quite recently has afforded an opportunity for securing a capital increment of about 200 per cent. in something under ten years, is clear evidence of doubts, and we believe that these include suggestions that in the interim some offer of composition by the substitution of another security might be put forward which might affect the position to a degree impossible to gauge beforehand. As tending to the removal of such doubts and queries, expressions of opinion by men of such weight as Mr. Mitchell are cordially to be welcomed.

* * *

In its issue for October of *Investment Items*, which is a monthly review of conditions affecting Canadian securities, the Royal Securities Corporation, Ltd., under the heading of "Commodities, Money and Securities," interestingly review the effect upon the prices of industrial securities, of the decline which had then commenced in the prices of commodities. It is pointed out that: "The effect of recent commodity price recessions upon the intrinsic value of industrial securities depends, of course, mostly on the extent to which individual industrials are stocked up with inventories bought at high prices. It is, however, worth while pointing out, in the first place, that a well-managed industrial company does not speculate, as a rule, in raw materials or partly finished products, and that, in the second place, most Canadian industrial corporations have been operating for many months past with very low inventories of raw materials, in anticipation of just such a decline in commodity prices as has taken place. It may easily happen that when many of the manufacturers who have been so conspicuous in price reduction go into the market to replace their stocks of raw materials, they will find commodity prices much firmer than they are to-day. It is, therefore, very doubtful whether such commodity price reductions as have taken place will entail upon our larger industrial companies either material or permanent loss on inventory account; while renewal of trade activity resulting from reduced prices will represent a positive gain."

* * *

"Generally speaking," continue the firm, "we believe that the securities of the majority of the seasoned Canadian industrials have already discounted the worst that can happen under immediate conditions of the readjustment period. There is a growing impression that the Canadian Excess Profits Tax will not be, as it certainly should not be, re-enacted at the next session of Parliament, in which event securities of prosperous Canadian industrials should be due for substantial advances."

* * *

The Duke of Devonshire has become a Patron, and Sir George Perley a contributing founder, of the Western Canada Colonisation Association.

Passengers in the C.P.O.S. *Empress of Britain*, which left Liverpool last week for Canada, included coal and tin miners from Scotland and Wales and cotton and iron workers.

The South African Government has voted £35,000 for advertising South Africa, and the publicity manager of the South African railways and harbours is carrying out a campaign in the Mother Country.

THE CANADIAN BANK OF COMMERCE

PAID-UP CAPITAL
\$15,000,000 (£3,082,192)

Head Office : TORONTO.

RESERVE FUND
\$15,000,000 (£3,082,192)

SIR EDMUND WALKER, C.V.O., LL.D., D.C.L., President

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CANADA.

THE DOMINION BANK. Head Office TORONTO.

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BANK OF MONTREAL. EST. 1817

Paid-up Capital \$22,000,000. Rest \$22,000,000. Undivided Profits \$1,090,440. Total Assets (April 30, 1920) \$571,150,138.

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CANADIAN ASSETS.

The Royal Trust Company is prepared to undertake for the Executors of Estates in Great Britain and Ireland, having Assets in Canada, the management and realization of such Assets, including the settlement of any Succession Duties imposed by any of the Provinces of Canada on such Assets.

The Company acts as Agent and Attorney for clients in Europe, in the investment of moneys, care of securities, collection of revenues, rents, etc., etc., and the sale of properties.

BRANCHES THROUGHOUT CANADA.

Inquiries solicited. Reference may be made to the Bank of Montreal's London Branches for information regarding the Company.

THE ROYAL BANK OF CANADA

Capital Paid Up, \$19,000,000. Reserve Funds, \$19,000,000. Aggregate Assets, \$590,000,000.

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Paid-up Capital	...	...	£900,000
Reserve Fund	...	...	£400,000

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CAPITAL	...	...	\$9,700,000
RESERVE FUND	...	...	\$18,000,000
TOTAL ASSETS	...	...	\$240,000,000

Special facilities are available to the public through the branches of this Bank for the transaction of business with Canada, Newfoundland, Cuba, Porto Rico, Dominican Republic, Jamaica, and the United States at Boston, Chicago, and New York.

329 BRANCHES IN ALL.

LONDON BRANCH, 55, OLD BROAD STREET, E.C.2. E. C. MACLEOD, Manager.

The Index to Vol. LIX. of "CANADA" (July-Sept. 1920) has now been published. Subscribers who desire to have their copies of "CANADA" bound in quarterly volumes can obtain for this purpose from the Publishers of "CANADA" handsome Red Cloth Binding Cases, Price 3/6 each.

Banking and Finance.

The Embargo on Foreign-held Canadian Securities. Last week we dealt briefly with the proposal to continue the embargo on the importation into the Dominion of foreign-held Canadian securities, and alluded to the interest which the meeting to be held in Canada to consider the subject had aroused. The cable has since brought a brief account of the meetings held at Montreal and Toronto between Sir Henry Drayton, the Minister of Finance, and the bond houses interested, at which the Finance Minister's proposals for a continuance of the restrictions were accepted, although we are told that "there were differences of opinion," which in the circumstances is not inexplicable. At a subsequent meeting held at Montreal, presided over by Sir Frederick Williams-Taylor and attended by a large number of representatives of banks and brokers and bond houses, a resolution was also adopted approving of the decision of the Finance Minister to continue the restrictions in question and "pledging Sir Henry Drayton to support all branches of the business represented." One correspondent adds that the Finance Minister expressed the hope that the embargo would be lifted before February. It will be remembered that the original explanation for imposing the embargo was the fear of competition with the Victory Loan. On the present occasion it is the undesirability of diverting money from the country under present conditions, the Finance Minister being reported to have said that grain had not been moving onward as rapidly as had been hoped, and the expectation that 35 per cent. would be disposed of before the close of lake navigation was not likely to be realised.

* * *

Loyalty Penalised by Successful Evasion.

It would be misleading public opinion in Canada to state that this latest decision meets with any approval in this country. On the other hand, the Anglo-Canadian financial community, without exception, condemns the continuance of a measure which was ill-conceived originally, and which is meeting with increasing opposition from those who have had experience of it in operation. It is felt that if there is any real justification for the embargo the Government should bring in a measure to prohibit the importation of foreign-held Canadian securities into the Dominion *via* New York, and impose heavy penalties for the evasion or attempted evasion of such a law. Under existing circumstances the restrictions simply form an understanding between the banks and those bond houses and Stock Exchange firms who elect to be subjected to it. That it is very largely ineffective is proved beyond doubt by the high prices current in London, and quoted in the Official List, for Canadian securities which, although sterling bonds, are convertible into dollars at par of exchange in New York and Montreal. That these high prices are quoted at all in this market proves that the securities in question are being bought for the other side, as otherwise they would stand at prices more in conformity with the present British investment standard. As a matter of fact, it is notorious in well-informed financial circles here that a considerable amount of Canadian securities is still finding its way into Canada *via* agencies which have not adhered to the Canadian Government's plan. Much natural heartburning has resulted, for it is felt that these objectionable restrictions are only observed by the banks and the more reputable bond houses and Stock Exchange firms, and that large profits are being secured from illicit dealings on the part of people less scrupulous, who have not fallen into line with those who have loyally supported Sir Henry Drayton in his efforts to temporarily close the Canadian market to foreign investors. It is felt that, unless and until such time as legislation is introduced to deal with the subject, the present restrictions will be successfully and profitably evaded and that they will continue to be, to all intents and purposes, non-effective.

* * *

How the Shoe Pinches.

The following extract from a letter from a correspondent affords evidence of the hardship which the embargo has imposed on those holders of Canadian securities for which there is no market in London, and the ill-service which it is doing in investment circles in the Mother Country, and deserves the careful consideration of Sir Henry Drayton:—

I am the holder of shares in a Canadian commercial company, whose shares are not quoted or saleable outside Canada. Recently, through a leading bank, I sent my share certificates to Canada, but the bank's brokers, quoting the Government instructions, cannot sell.

One can well understand the desire of the Dominion Government to ensure the sale on this side of British-held securities in Canadian concerns usually dealt with in our markets, but the case is quite different where purely local companies, unknown and undealt in over here, are concerned. It is a real hardship not to be able to realise, and certainly no inducement to invest in Canada.

Is "Canada" in your Club? If not, why not?

Perhaps if attention is called to this matter in the Press, a modification of the instruction may follow. Such cases may not be numerous, but that makes the hardship no less for the individual.

* * *

The Need for Patience.

These holders of Grand Trunk Pacific Railway Four per Cent. Debentures who have been selling their stock at under 50 (the last marking was at 48) will, we believe, ultimately regret their lack of confidence in the attitude of the Dominion Government towards this security.

As the *Times*, which has consistently championed the cause of the holders of Grand Trunk Pacific stockholders—aptly points out in dealing with the subject, the very wide difference between the Pacific Four per Cent. Debentures and Grand Trunk Guaranteed about 10 points is due to the fact that the position of the latter stock has been regularised, "while there is still uncertainty as to the Dominion Government's attitude towards Pacific Debenture stock," although, as its City Editor sapiently reminds the readers of the *Times*, "the agreement provides for the taking over by the Government of the whole liabilities of the Grand Trunk Pacific." We have never had any doubt as to the attitude of the Ottawa Government on the subject in question, and have frequently stated that it is unthinkable that the holders of the Grand Trunk Pacific Debentures could be treated otherwise than in a spirit of absolute adherence to the spirit as well as the letter of the arrangement entered into by the Canadian Government. In the circumstances, and especially bearing in mind the difficult situation caused by the regrettable illness of Sir Alfred W. Smithers, some delay in the announcement of how the Government intends to deal with the interest in arrears on the stock in question is explicable; but that the Canadian Government would ever repudiate its liabilities in regard to the Pacific Debenture issues is, we repeat, unthinkable, and our views on the subject are strengthened by the recent announcement in Canada with regard to the payment by the Dominion Government to Saskatchewan of the money advanced by the latter Province to meet the interest falling due on the Provincially guaranteed bonds of the Grand Trunk Pacific Railway lines. We understand that the chairman of the Grand Trunk Railway Co. is leaving New York on Saturday, and so soon as he reaches this country we may hope to have some definite pronouncement on this much-vexed question. In the meantime, we would strongly dissuade holders of the Pacific Four per Cent. Debenture stock from throwing it away at the current rubbish quotation, pending some definite statement as to the result of the recent negotiations.

* * *

TITLES TO GOLD AND SILVER MINES.

Disturbances in Northern Ontario.

Much disturbance has arisen in Northern Ontario over an Order-in-Council, which should have taken effect on October 26, cancelling all titles to mines on which acreage taxes were in arrears (says the Toronto correspondent of the *Times*).

At the Teck Hughes Gold Mine, where the plant is in full operation, prospectors surrounded the property, armed with anything from a piece of scantling to a telegraph pole, with the object of re-staking. Several other mines, including the Hudson Bay and Kirkland Lake, were also re-staked before it was known that the Order-in-Council had been cancelled. It is alleged that various properties have suffered substantial damage through the action of the Government, and possibly relief in some cases will be afforded.

The general feeling is that the Provincial Department of Mines must improve its method of advising property owners as to the payment of the various Government levies, but the right of the Government to collect taxes is undisputed, and the negligence of the companies is admitted.

* * *

The members of the Board of Commerce at Ottawa have resigned.

Mr. Martin Harvey, who last visited Canada in 1914, is to sail for the Dominion on December 21, accompanied by Miss de Silva and most of the members of his present company, under contract with the Transcanada, Ltd., syndicate. Opening in Montreal, he will visit most of the principal cities of the Dominion. His repertoire includes "David Garrick," "The Burgomaster of Stilemound," "The Breed of the Tre-shams," and "The Only Way."

Pending the permanent rebuilding of 57, Pall Mall, the offices of the Agent-General for Nova Scotia have (as already stated in *Canada*) been moved from the first floor to the ground floor of that building, which faces Marlborough House. There is now ample space for the exhibition of samples of products of the Province of Nova Scotia, and a window display which should serve as an attraction to the numerous passers-by.

ANSWERS TO CORRESPONDENTS.

N.B.—All letters asking for information or advice must contain an enquiry coupon from the current issue of "CANADA," except when the enquirer is an annual subscriber.

Detailed replies by letter are not made except to annual subscribers. Non-subscribers desiring detailed or exhaustive replies by letter must enclose a P.O. for 5s., which will cover three questions.

Name and address must be furnished in every case. Copies should be kept of questions, and these should be numbered when more than one is asked.

Enquiries regarding investment matters should be marked "Financial" on the left-hand top corner of envelope.

A. E. F. (Sheffield) and others. — See statement regarding effect of increased Canadian pensions on page 156.

R. Y. (Sydenham). — When it is noon in Montreal or Toronto it is 5 p.m. in Great Britain or Paris, 9 a.m. in British Columbia or San Francisco, 10 a.m. in Alberta and Saskatchewan, and 11 a.m. in Winnipeg and Chicago.

O. R. (Newcastle). — A steamer drawing fourteen feet of water can sail nearly 2,000 miles inland from the Gulf of St. Lawrence to the head of Lake Superior, via a series of canals and the four great lakes. Of this distance, 1,214 is the mileage from Montreal to Port Arthur or Fort William.

T. M. G. (Sheffield). — We do not think that the date you mention was ever definitely decided upon. Quite obviously the selection of a time for such an operation would depend to some extent upon current conditions, and those which have recently obtained both in Great Britain and in Canada have hardly been the most encouraging from this point of view.

Investor. — We know of no official statement on the point, and believe that the suggestion represents intelligent anticipation of probabilities by people who study the position of the big enterprise closely. The large and continual increase in gross and net earnings certainly encourages hope that the anticipation may prove correct.

R. T. (Brixton). — (1) It is quite possible that the report of the proceedings at the annual meeting will provide further information on the point to which you allude. (2) Payments during the last fiscal year totalled 7½ per cent., 4 per cent. having been paid in the form of quarterly dividends, while a payment of 3½ per cent. was made on account of arrears.

P. C. (Belfast). — The duties of the Royal Canadian Mounted Police are the enforcement of Federal laws, the patrolling and protection of the international boundary line, the enforcement of all Orders-in-Council passed under the War Measures Act for protection of public safety, and generally to aid and assist the civil powers in the preservation of law and order whenever the Government of Canada may order.

J. M. (Edinburgh). — The Canadian Banks which now have branches in London are the Bank of Montreal (Threadneedle Street, and Waterloo Place), the Canadian Bank of Commerce (Lombard Street), the Union Bank of Canada (Princes Street and Haymarket), the Royal Bank of Canada (Princes Street), the Dominion Bank (Cornhill), the Merchants Bank of Canada (Cornhill), and the Bank of Nova Scotia (which opened a branch in Old Broad Street in August last).

Newfoundland Fish Products. — Dealings have been specially allowed by the Stock Exchange Committee in 500,000 ordinary shares of 1s. each, fully paid, Nos. 187,701 to 687,700; and 60,000 8 per cent. cumulative participating preference shares of 21s. each, fully paid, Nos. 187,701 to 247,700.

Marconi Wireless Telegraph of Canada. — A special general meeting of the shareholders is to be held in Montreal on November 23, for the purpose of presenting for the approval of the shareholders the by-law passed by the directors on October 19 last. In September, 1919, the capital was reduced from \$5,000,000 to \$2,500,000 by cutting down the value of each share from \$5 to \$2.50. It was thereupon increased to \$3,750,000 by the creation of 500,000 shares, 400,000 of which were issued at par in 1919. A large proportion of the present 1,400,000 shares is held by the parent company, Marconi's Wireless Telegraph Co. It is now proposed to double the capital, increasing it to \$7,500,000, by the creation of 1,600,000 shares of the par value of \$2.50.

PUBLIC NOTICES.

THE CANADIAN BANK OF COMMERCE.
DIVIDEND No. 135.

Notice is hereby given that a DIVIDEND of three per cent. and a Bonus of one per cent. has been DECLARED upon the Capital Stock of this Institution for the three months ending 30th November next, and that the same will be PAYABLE at the Bank and its Branches on and after Wednesday, 1st December next, to Shareholders of record on 15th November, 1920. The Transfer Books will be closed from 16th November to 30th November, both days inclusive.

The Annual General Meeting of the Shareholders for the election of Directors and for other business will be held at the Banking House in Toronto on Tuesday, the 11th day of January next. The chair will be taken at 12 o'clock noon.

By order of the Board,
CHARLES CAMBIE, London Manager.
2, Lombard Street, E.C.3,
16th October, 1920.

PROVINCE OF QUEBEC FOUR-AND-A-HALF PER CENT REGISTERED STOCK, 1954.

For the purpose of preparing the Interest Warrants due 1st January, 1921, the BALANCES will be STRUCK on the evening of the 1st December, 1920, after which date the Stock will be transferred ex-dividend.

For the Bank of Montreal,
G. C. CASSELS, Manager
47, Threadneedle Street, E.C.2,
1st November, 1920.

LAKE SUPERIOR CORPORATION
FIRST MORTGAGE COLLATERAL
TRUST FIVE PER CENT. GOLD BONDS.

The Lake Superior Corporation announces that the INTEREST COUPONS of the above-mentioned Bonds, maturing 1st December, 1920, may on and after the 15th November, 1920, be PRESENTED between the hours of 10 and 2 o'clock (Saturdays excepted), for PAYMENT at the rate of 4863 cented, at the Bank of Montreal, 47, Threadneedle Street, London, E.C.2, or its branches in Montreal or New York. Three clear days are required for examination. Lists may be obtained on application at the Bank.

UNION BANK OF CANADA.

CAPITAL STOCK REGISTERS.

NOTICE IS HEREBY GIVEN that the REGISTERS of the above Stock will be CLOSED from the 15th November to the 30th November, both days inclusive, for the preparation of the Warrants for the quarterly dividend due 1st December, 1920.

For the UNION BANK OF CANADA,
J. WILSON, Manager.
6, Princes Street, London, E.C.2,
1st November, 1920.

ENQUIRY COUPON.

"CANADA," No. 774. November 6, 1920.

This Coupon must be cut out and enclosed with all letters of enquiry except those from annual subscribers.

CLASSIFIED
ADVERTISEMENTS.

Advertisements under this heading will be inserted at the following rates:—Properties for sale, or business announcements of any kind, 1s. 6d. per line; minimum charge, 6s. Situations wanted or offered, etc., 4s. 6d. for first three lines; 1s. 3d. per line thereafter. Six words per line. Five insertions for the cost of four.

FOR SALE.

BRITISH COLUMBIA.

TULLOCH RANCH
FOR SALE.

Situated on Lake Kootenay, 5 miles north of Kaslo, 24 acres extent, part under, and suitable for fruit. Fine modern House, 8 rooms, Bathroom (h. and c.). Concrete Basement. Stable and large Hens House. Good market locally. Communication with Kaslo by road or steamer. Excellent fishing and big game shooting.—Apply Messrs. Todd, Murray and Jamieson, W.S., 66, Queen Street, Edinburgh.

CANADIAN Province of Ontario
STOCK, FRUIT and TOBACCO
FARMS. Captain Wilson will arrive in England about November 15. Write for Catalogue.—Address, Captain Wilson, care of the Grand Trunk Railway of Canada, 19, Cockspur Street, London, S.W.

A CANADIAN PROFESSIONAL
DIRECTORY.

This Directory of Canadian professional Firms will not only bring those using it INTO TOUCH WITH NEW CLIENTS in various parts of Canada, where this paper circulates, but also among the readers of Canada in Great Britain, Ireland, France, and elsewhere. Secretaries of Companies, Directors, Liquidators, Solicitors, Brokers, Financial Firms, and Investors generally in Great Britain make use of this Directory. Instructions can be sent to our Office in Montreal or London, England.

BARRISTERS, SOLICITORS,
&c.

MONTREAL—

CREELMAN & MILLER (J. J. Creelman, K.C., D.S.O.; A. L. S. Miller, D.S.O.), Dominion Express Building. (Cables: "Joncreel.")

OTTAWA—

POWELL, SNOWDON & BISHOP, Solicitors, &c., 40, Sparks Street, Ottawa, Solicitors for Bank of Montreal, etc.

Any of our readers requiring the services of Canadian legal firms in cities or towns other than those mentioned above, should send a short description "CANADA," when the name of a good firm will be supplied.

CHARTERED
ACCOUNTANTS.

TORONTO, ONT.—

RUTHERFORD, WILLIAMSON & COMPANY, Chartered Accountants, Auditors, and Trustees, Merchants Fire Chambers Toronto. Cable address: "Wilco, Toronto." Reference: Bank of Nova Scotia, Church Street.

Manufacturers' Directory
and Buyers' Guide.

Nickel Silver and Brass Mills—
BARKER & ALLEN, Ltd., Birmingham, England. Nickel Silver and Brass Sheet Metal Manufacturers. Wire of every description. Cables, "Allensil," Birmingham, England.

Weldless Steel Tubes—
TUBES, Ltd., Rocky Lane, Aston Manor, Birmingham. Tubes for Boilers, Engineering Purposes, Motor Cars and Cycles.

Zinc White Manufacturers—
ORR & ZINC WHITE, Ltd., Widnes, Lancashire, England. T.A. "Orr. Widnes."

Scottish and Dominion Trust.—The directors announce a dividend of 5 per cent. for the past year.

— * * —

Sir Alexander H. Maguire and Mr. D. P. Maguire, of London, who are associated with the project of building a match factory in Quebec, have returned to Canada after a trip to England in connection with the enterprise.

CANADIAN GOVERNMENT Trade Commissioners & COMMERCIAL AGENTS.

For Commercial and other information relating to Canada, application may be made to:—

Argentine Republic.

B. S. Webb, Canadian Government Trade Commissioner, Reconquista No. 46, Buenos Aires. *Cable Address, Canadian.*

Australia.

D. H. Ross, Canadian Government Trade Commissioner. Address for letters—Box 140 G.P.O., Melbourne; office—Stock Exchange Building, Melbourne. *Cable Address, Canadian.*

Brazil.

G. B. Johnson, Canadian Government Trade Commissioner. Address for letters—Caixa (P.O. Box) 2164, Rio de Janeiro; office, Rua Gonçalves Dias 30, Rio de Janeiro, Brazil. *Cable Address, Canadian.*

British West Indies.

E. H. S. Flood, Canadian Government Trade Commissioner, Bridgetown, Barbados; Agent also for the Bermudas and British Guiana. *Cable Address, Canadian.*

China.

J. W. Ross, Canadian Government Trade Commissioner, 13, Nanking Road, Shanghai. *Cable Address, Cancoma.*

Cuba.

H. A. Chisholm, Canadian Government Trade Commissioner, 501 and 502, Teniente Rey 11, Havana. Casa de Corres—Apartado 1290. *Cable Address, Cantracom.*

France.

Hercule Barré, Canadian Government Trade Commissioner, 17 and 19, Boulevard des Capucines, Paris. *Cable Address, Stadacona.*

Holland and Belgium.

A. Stuart Bleakney, Canadian Government Trade Commissioner, c/o Chas. H. Demey, Esq., Rue Adolphe Max, Brussels.

India.

H. R. Poussette, Canadian Government Trade Commissioner, c/o H.M. Trade Commissioner, 6, Royal Exchange Place, Calcutta.

Italy.

W. McL. Clarke, Canadian Government Trade Commissioner, via Carlo Cattaneo, 2, Milan. *Cable Address, Canadian.*

Japan.

A. E. Bryan, Canadian Government Trade Commissioner, P.O. Box 109; office, 50-B, Main Street, Yokohama. *Cable Address, Canadian.*

Newfoundland.

W. B. Nicholson, Canadian Government Trade Commissioner, Bank of Montreal Building, Water Street, St. John's. *Cable Address, Canadian.*

New Zealand.

W. A. Beddoe, Canadian Government Trade Commissioner, Union Buildings, Customs Street, Auckland. *Cable Address, Canadian.*

South Africa.

W. J. Egan, Canadian Government Trade Commissioner, Westminster House, Adderley Street, Cape Town. *Cable Address, Cantracom.*

South-Eastern Europe.

L. D. Wilgress, Canadian Government Trade Commissioner, Athenee Palace Hotel, Bucharest. *Cable Address, Canadian.*

United Kingdom.

High Commissioner for Canada, 17, Victoria Street, London, S.W.1. 'Phone: Victoria 8350.

Harrison Watson, Canadian Government Trade Commissioner, 73, Basinghall Street, London, E.C.2, England. *Cable Address, Sleighing, London.*

J. E. Ray, Canadian Government Trade Commissioner, 4, St. Ann's Square, Manchester. *Cable Address, Cantracom.*

J. Forsyth Smith, Canadian Government Trade Commissioner, Century Buildings, 31, North John Street, Liverpool. *Cable Address, Cantracom.*

N. D. Johnston, Canadian Government Trade Commissioner, Sun Building, Clare Street, Bristol. *Cable Address, Canadian.*

J. Vernon McKenzie, Canadian Government Trade Commissioner, 87, Union Street, Glasgow, Scotland. *Cable Address, Cantracom.*

CANADIAN COMMERCIAL AGENTS.

Australia.

B. Millin, Canadian Government Commercial Agent, The Royal Exchange Building, Sydney, N.S.W.

British West Indies.

Edgar Tripp, Canadian Government Commercial Agent, Port of Spain, Trinidad. *Cable Address, Canadian.*

R. H. Curry, Canadian Government Commercial Agent, Nassau, Bahamas.

Norway and Denmark.

C. E. Sontum, Canadian Government Commercial Agent, Grubbegd, No. 4, Christiania, Norway. *Cable Address, Sontums.*

TRADE ENQUIRIES.

Opportunities for British and Canadian Firms.

Among trade enquiries received at the Canadian Trade Commissioner's Office, 73, Basinghall Street, London, E.C.2, are the following:—

A brokerage firm in Toronto, who claim to be in a position to place large quantities of good quality Ceylon and Indian teas, wish to effect a connection with a reliable firm in the United Kingdom able to quote for direct shipment from producing countries and from bonded warehouse.

An Eastern Canadian company, manufacturing hair felt pads used in the upholstery of motor-cars, wish to arrange for their sale in the United Kingdom.

A manufacturing company in Ontario wish to purchase spring-winding machinery for the manufacture of coil springs, according to blue print furnished, and invite offers from United Kingdom manufacturers.

A London firm have received an enquiry from their branch in Valparaiso, Chile, for the addresses of Canadian manufacturers of ready-cut wooden houses, to whom Canadian manufacturers interested should send full particulars.

— * * —

AGENCIES WANTED FOR CANADIAN GOODS.

Canadian manufacturers and exporters desiring to appoint agents for the sale of Canadian goods in England, or in any part of the world, are invited to communicate with the Business Enquiries Department of the *Canadian Export Pioneer*.

This journal, published monthly in London by the proprietors of *Canada*, solely for the purpose of extending Canadian trade among importers and wholesale merchants in Oversea markets, has extensive connections among English, Overseas and foreign buyers, and receives a constant stream of enquiries for agencies for Canadian productions, which are far more numerous in many lines of trade than the enquiries from Canadian firms seeking overseas agents. The *Pioneer* is, therefore, glad to take note of the wants of any Canadian manufacturer or exporting house regarding Overseas representation, with a view to introductions to its readers abroad, as opportunity arises. In addition to the journal's work by private correspondence, "Business Enquiries" are a regular and important feature of the *Canadian Export Pioneer*, which is open free of charge to subscribers and advertisers for the publication of agency enquiries.

— * * —

It is estimated that 200 American firms established branches in Canada during the year, either by erecting or leasing plants. One Industrial Commissioner claims to have been in correspondence in one month with 100 American firms anxious to locate on the Canadian side. These included firms manufacturing chemicals, motor cars, toilet preparations, and metal and woodworking tools.

STEAMSHIP SAILINGS.

C.P.O.S.

Liverpool to Quebec or Montreal.
Monday, November 8.—*Victorian*.
Tuesday, November 9.—*Metagama*.
Tuesday, November 16.—*Empress of France*.
*Three-class steamers, and to Quebec only.

Liverpool to St. John.

Wednesday, November 24.—*Melita*.
Wednesday, December 1.—*Empress of Britain*.
Wednesday, December 8.—*Minnedosa*.
Wednesday, December 15.—*Empress of France*.
Tuesday, December 21.—*Metagama*.
Friday, December 31.—*Melita*.
Friday, January 7.—*Empress of Britain*.
Saturday, January 22.—*Metagama*.
Friday, February 4.—*Minnedosa*.

Glasgow to St. John.

Saturday, December 11.—*Sicilian*.
Saturday, December 18.—*Preorian*.

London to St. John via Havre.

Tuesday, November 23.—*Corsican*.
Tuesday, January 2.—*Corsican*.

Southampton to St. John.

Saturday, December 4.—*Scandinavian*.
Saturday, December 18.—*Grampan*.

Cunard Steamship Co.

Liverpool to Halifax or New York.
Saturday, November 6.—*Carmania*.
Saturday, November 20.—*K. A. Victoria*.

Southampton to New York

Saturday, November 6.—*Imperator*.
Saturday, November 13.—*Aquitania*.
Saturday, November 27.—*Imperator*.

London via Cherbourg to Halifax.

Wednesday, November 10.—*Caronia*.
Saturday, November 20.—*Sazonia*.

White Star Line.

Southampton to New York.

Wednesday, November 17.—*Olympic*.
Wednesday, December 1.—*Adriatic*.

Liverpool to New York

Wednesday November 24.—*Celtic*.
Wednesday, December 8.—*Baltic*.
Wednesday, December 29.—*Celtic*.

Red Star Line.

Southampton to New York.

Thursday, November 11.—*Kroonland*.
Thursday, November 17.—*Lapland*.
Thursday, November 25.—*Finland*.

White Star-Dominion Line.

Liverpool to Halifax and Portland.

Thursday, November 18.—*Canada*.
Saturday, November 27.—*Megantic*.

Manchester Liners.

Manchester to St. John and Halifax.

Thursday, Nov. 11.—*Manchester Mariner*.
Saturday, November 20. — *Manchester Corporation*.

Letters, parcels and newspapers direct from Quebec are due by the *Canada* on Monday and the R.M.S. *Empress of France* on Thursday next, and by the *Melita* on November 14, and letters via New York by the *Lapland* on Monday.

The sailings for the winter months to St. John or Halifax, instead of to Quebec or Montreal, will commence with the departure of the C.P.O.S. *Melita* from Liverpool to St. John on Wednesday, November 24, and the *Corsican* from London via Havre on November 24.

— * * —

Mr. F. W. Gray, a mining expert, states that Canada has enough coal for all present and prospective future needs.

The Riordon Pulp and Paper Co. has purchased over 1,125 square miles from Senator M. J. O'Brien.

The total value of construction represented by building permits issued throughout Canada during September amounted to \$8,300,000.

An order for 20,000,000 ft. of railway sleepers for Great Britain has been placed with a British Columbia firm.

CANADIAN REPRESENTATIVES
IN LONDON.

Dominion of Canada.

High Commissioner's Office.—19, Victoria Street S.W.1. High Commissioner, The Hon. Sir GEORGE H. PRINCE, K.C.M.G. Secretary, Mrs. W. L. GARRITT. (Telephone: Victoria 3350.)
 Emigration Office.—Superintendent of Emigration, Lieut.-Col. J. OREN SMITH, 11-12-13, Charing Cross, S.W.1. (Telephone: Victoria 285.)

Province of British Columbia.

Agent-General.—Mr. F. C. WADE, K.C., British Columbia House, 1-3, Regent Street, S.W.1. (Telephone: Regent 256.)

Province of Nova Scotia.

Agent-General.—Mr. JOHN HOWARD, 57, Pall Mall, S.W.1. (Telephone: Regent 299.)

Province of Ontario.

Agent-General.—Mr. GEORGE C. CARMAN, LL.D., 163, Strand, W.C.2. (Telephone: Central 6427, 6428.)

Province of Quebec.

Agent-General.—Lieut.-Col. P. PELLETIER, King's House, 36 and 38, Kingsway, W.C.2. (Telephone: Holborn 5512.)

NEWFOUNDLAND.

High Commissioner.—The Hon. Sir EDGAR R. BOWRING, 58, Victoria Street, S.W.1. (Telephone: Victoria 2302.)

CANADIANS IN LONDON

Arranged Alphabetically.

B

Beaumont, E. G., Discovery Island, B.C.—Royal Colonial Institute.
 Boudreau, Mrs. R., Ottawa—1, Talbot Place, Blackheath.
 Bru, George, Victoria—Lee Green.
 Burgess, Dr. J. F., and Mrs., Ottawa—17, Pembroke Square, W.2.

C

Crisp, J. O., and Mrs., Kingston, Ont.—Colonnade Hotel, Blackheath.
 Curry, Mrs. L. H., Montreal—Hotel Ben-tinck, Margaret Street.

SHAFTESBURY HOTEL.

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 In the centre of all Theatres.
 One Price. No Extras.

7/6

D

Drummond, Lady, Montreal—20, Prince's Gardens, W.

G

Gareau, Chas. A., Montreal—Savoy Hotel.
 Glasgow, William, Sherbrooke—37, Rye Hill Park, Peckham, S.E.
 Goodwin, Chas. E., Bowmanville, Ont.—54, Coombe Road, Croydon.
 Gordon, H., Toronto—care of Agent-General for Ontario.
 Grainger, Miss M., Toronto—124, Belgrave Road, S.W.

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H

Hanson, Wm., Montreal—care of Coates, Son and Co., 99, Gresham Street.
 Harrison, Mrs., Montreal—Canadian Red Cross Hostel, 14, Bedford Place.
 Hayes, F. Barry, Mrs., Miss, and Chas. W., Toronto—Jules Hotel.
 Hollinshead, H. R., Toronto—41, Twyford Avenue, Acton, W.3.
 Holman, H., Bridgeburg—Loudwater, Bucks.
 Humble, B. M., Victoria—Bath Club.

J

Jermain, Kathleen, Victoria—Lee Green.

L

Lawless, W., Toronto—Waldorf Hotel.
 Layton, Miss Elma, Toronto—55, Sandringham Road, Golder's Green.
 Lewis, Joseph, Sayward, B.C.—39, Bramford Lane, Ipswich.
 Ling, G. H., Saskatoon—care of Agent-General for Ontario.

M

Martin, Mrs. Robert, Victoria—Guernsey.
 Matterson, L. R., Edmonton—King's College, Strand.
 Moore, W. S., Kentville, N.S.—R.A.M.C. Mess, Millbank.

BRAND'S
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Sustaining and Invigorating.
 In Boxes, 1/3, 1/10 and 3/6.
 Of all Chemists and Stores.

R

Reynolds, Capt. H. M. (R.C.A.), Mrs., and family, Halifax—care of The Ordinance College, Woolwich.
 Rohold, Rev. S. B., and Mrs., Toronto—Ivanhoe Hotel.
 Ross, Mrs. Allen, Hillcrest, Alta.—Regent Palace Hotel.
 Ross, Hon. J. H., and Miss, Ottawa—Hotel Victoria.

S

Smith, Harold J., Winnipeg—Berners' Hotel.

T

Turgeon, Mlle. Valeria, Quebec—Grafton Hotel.

ROBERTS & SHORT

NAVAL, MILITARY,
 SPORTING AND CIVIL
 TAILORS.

4 & 6, BURY STREET, ST. JAMES',
 LONDON, S.W.1 (OPPOSITE ST. JAMES' THEATRE).

Canada is to be represented at the Imperial Customs Conference to be held in London in February.

Mr. C. S. Gzowski, formerly special engineer to the Vice-President in charge of operation, maintenance and construction, has been appointed assistant to Mr. M. H. Macleod, Vice-President in charge of the construction department of the Canadian National Railways and the Grand Trunk Pacific Railway.

Cerebos, Ltd., of London and Paris, have opened a Canadian factory in Toronto, and will manufacture Cerebos salt, Bisto gravy-matter, Keltio gravy salt, baking powder, custard powder, Cerebos pepper and Nevo health salts. Mr. G. W. Walrond, formerly assistant solicitor for the C.P.R., has been appointed general manager of the factory.

The new plate mill of the Dominion Iron and Steel Company at Sydney, N.S., broke all previous records for production recently, when in one day 260 tons of plates were rolled. The regular output is about 200 tons per day. The greater part of the plates

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being run off at the present time are being shipped to Halifax, Montreal, and other Canadian cities.

The following officers were elected by the Canadian Paper Trade Association at its third annual convention at Toronto—Hon. President, Mr. John F. Ellis, Toronto; President, Mr. C. W. Graham, Hamilton; First Vice-President, Mr. E. Dawson, Montreal; Second Vice-President, Mr. C. J. Kay; Treasurer, Mr. E. S. Munro, Toronto; Secretary, Mr. N. L. Martin, Toronto.

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CANADIAN SECURITIES.

(Continued from page 172.)

Can. Pac. Lumber.—6 p.c. Bds., 19.
 Can. Steamship.—Debs., 80½; Prof., 85½.
 Can. West Lumber.—5 p.c., 65½; 5 p.c. Inc., 16; Com., 1/3.
 Can. West. Natural Gas.—50½.
 Cockshutt Plow.—7 p.c. Pref., 77½; Com., 18½.
 Dom. Textile.—7 p.c. Pref., 115.
 Furness Withy.—Ord., 29½.
 Forest Mills of B.C.—5 p.c. Debs., 104.
 Imp. Tob. of Can.—20½; 5 p.c. Pref., 16/9.
 Lake Superior Paper.—6 p.c. Bds., 119.
 Marconi of Can.—9/7½.
 Penmans.—5 p.c. Gld. Bds., 111½; 6 p.c. Cum. Pref., 91.
 Spanish River.—7 p.c. Pref., 124½; 6 p.c. S.F.G., 120½; Com., 118½.

FUR COMPANIES' CONFUSING NAMES.

In the Chancery Division of the High Court of Justice, last week the Hudson's Bay Company brought an action for an injunction to restrain the Hudson Bay Fur Company, their servants and agents, from selling or offering for sale any furs which were not the plaintiffs' furs in such a manner as to lead to the belief that they were the plaintiffs' furs, or without clearly distinguishing them, and from passing off any such furs as those of the plaintiffs.

According to the evidence (says the *Times* law report), the plaintiff corporation, which was incorporated in 1670, did a very large business in importing and selling skins to traders in furs, under the name of the Hudson's Bay Company. The defendants had shops in London and Brighton for the sale of furs, and also held auction sales of furs in various parts of the country. They had bought the goodwill of their business in September, 1920, from a company previously trading under the same name. They alleged that their sales were confined to dressed furs, while the plaintiffs sold undressed skins only; so that neither the public nor dealers in furs were in any way deceived. The defendants stated that they always used their full name on their advertisements and catalogues.

Mr. Justice Russell granted an interim injunction, adding that the defendants would be wise to change their name before the case came on for trial.

—*—

COMMERCIAL HANDBOOKS.

We have received, through the Bemrose Publicity Co., Ltd., 25, Midland Place, Derby, and 133, High Holborn, London, W.C.1, copies of two useful commercial handbooks. One is "The Commercial Year Book of the Coventry Chamber of Commerce (Incorporated)," which includes a classified trade index in English, French, Italian, and Spanish, and a trade-mark section. It has been edited and compiled by Herbert C. Hill, the Secretary of the Chamber. The other, "Industrial Nottinghamshire," is the official handbook of the Nottingham Chamber of Commerce, issued in the interest of the trade and commerce of Nottingham, Mansfield, and district. It presents the same features mentioned in the case of the other. It has been edited and compiled by Gregory Meakin, Secretary of the Chamber.

—*—

LONDON CONCERTS.

On Thursday, at 8 p.m., the pupils of Mrs. Gerald Allen (Miss Florence Jennings), A.R.C.M., were to give a concert at the Aeolian Hall, New Bond Street.

On Wednesday, at 8.15, Anna Carola is to give a song recital at the Wigmore Hall, assisted by Constance Keeping (solo pianoforte), P. Mayon Ibbis acting as accompanist.

A violoncello recital by Joseph Salmon, of works of the old masters, at the Wigmore Hall, on Thursday, November 11, is to be introduced by a lecture by Ernest Newman.

—*—

The Government of Iceland has asked Canada to send exhibits of agricultural implements and products to the world's fair to be held at Reykjavik next June.

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**SUPERINTENDENT of EMIGRATION for CANADA, 11, 12, 13,
CHARING CROSS, LONDON, S.W.1,**

or to the nearest Canadian Government Emigration Agent at any of the following addresses: 48, Lord Street, Liverpool; 139, Corporation Street, Birmingham; 52, Baldwin Street, Bristol; Canada Chambers, Museum Street, York; 107, Hope Street, Glasgow; 116, Union Street, Aberdeen; 17-19, Victoria Street, Belfast; 44, Dawson Street, Dublin; 54, Castle Street, Carlisle; Market Place, Peterborough; 310, High Street, Bangor, Wales. Or to any Licensed Booking Agent.

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LIVERPOOL		20, Water Street.
GLASGOW		75, Union Street.
PARIS		47, Rue Cambon.

H. H. NORMAN, Secretary,
Dashwood House, E.C.2.

FRED C. SALTER,
European Traffic Manager.

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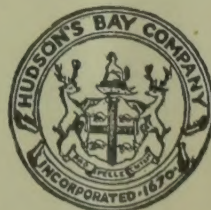
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